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No. 21,749 號玖拾肆百柒仟壹萬式第 日柒初月式閏辰戊 HONG KONG, WEDNESDAY, MARCH 28th, 1928. 叁拜禮 日捌廿月叁年八廿百九仟壹英 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.43	7.15
Yaumati ...Dep.	6.49	—	9.20	10.07	12.07	1.23	—	4.42	5.50	7.23
Shatin ...Dep.	7.01	—	9.33	10.19	12.19	1.34	—	4.54	6.03	7.35
Taipo ...Dep.	7.15	—	9.48	10.32	12.32	1.47	—	5.07	6.15	7.48
Taipo Market Dep.	7.20	—	9.53	10.36	12.36	1.51	—	5.11	6.19	7.52
Fanling ...Dep.	7.30	—	10.05	10.46	12.46	2.01	—	5.21	6.30	8.02
Sheungshui ..Dep.	7.35	—	10.10	10.51	12.51	2.06	—	5.26	6.35	8.07
Shumchun ...Arr.	7.41	8.45	10.16	10.57	12.57	2.12	2.55	5.32	6.41	8.13
Canton ...Arr.	—	11.50	5.38	—;	—	—	6.03	—	—	—:

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	3.20
Shumchun ...Dep.	7.18	8.05	10.34	11.09	11.37	2.58	4.41	5.49	6.24
Sheungshui ..Dep.	7.25	8.12	10.41	—	11.44	3.05	4.48	5.56	—
Fanling ...Dep.	7.30	8.16	10.46	—	11.49	3.10	4.52	6.00	—
Taipo Market Dep.	7.40	8.26	10.56	—	12.00	3.21	5.02	6.10	—
Taipo ...Dep.	7.44	8.31	11.00	—	12.05	3.26	5.07	6.15	—
Shatin ...Dep.	7.57	8.44	11.13	—	12.19	3.39	5.20	6.28	—
Yaumati ...Dep.	8.11	8.56	11.25	—	12.31	3.51	5.32	6.40	—
Kowloon ...Arr.	8.17	9.02	11.31	11.49	12.37	3.57	5.38	6.46	7.04

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	* A.M.	* A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.04	9.10	10.00	12.00	2.24	2.15	5.18	7.15
Yaumati ...Dep.	6.49	—	—	—	9.20	10.07	12.07	2.31	—	5.25	7.23
Shatin ...Dep.	7.01	—	—	—	9.33	10.19	12.19	2.43	—	5.38	7.35
Taipo ...Dep.	7.15	—	—	—	9.48	10.33	12.33	2.56	—	5.52	7.48
Taipo Market Dep.	7.20	—	—	—	9.53	10.36	12.36	3.00	—	5.56	7.52
Fanling ...Dep.	7.30	—	—	—	10.05	10.46	12.46	3.10	—	6.07	8.02
Sheungshui..Dep.	7.35	—	9.07	9.41	10.10	10.51	12.51	3.15	—	6.12	8.07
Shum Chun..Arr.	7.41	8.45	9.13	9.47	10.16	10.57	12.57	3.21	2.55	6.18	8.13
Canton ...Arr.	—	11.50	—	—	5.38	—	—	—	6.03	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	* P.M.	P.M.	P.M.
Canton ...Dep.	—	—	8.05	—	—	—	—	—	3.20
Shum Chun..Dep.	8.05	10.34	11.09	11.37	2.58	5.00	5.34	5.56	6.24
Sheungshui..Dep.	8.12	10.41	—	11.44	3.05	5.07	5.41	6.03	—
Fanling ...Dep.	8.16	10.46	—	11.49	3.10	5.11	—	6.07	—
Taipo Market Dep.	8.26	10.56	—	12.00	3.21	5.21	—	6.17	—
Taipo ...Dep.	8.31	11.00	—	12.05	3.26	5.25	—	6.21	—
Shatin ...Dep.	8.45	11.13	—	12.19	3.39	5.38	—	6.34	—
Yaumati ...Dep.	8.57	11.25	—	12.31	3.51	5.50	—	6.46	—
Kowloon ...Arr.	9.03	11.31	11.49	12.37	3.57	5.56	6.17	6.52	7.04

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THE RED CHRISTIANITY.

SOVIET PROPAGANDA IN PEKING.

BRITAIN AND AMERICA "EQUALLY BAD."

[FROM RODNEY GILBERT.]

PEKING, March 14th.

Nearly everyone here to whom propaganda of any sort would be likely to be addressed received through the mails to-day a cheaply printed pamphlet in English, entitled "Freedom for the Peoples," by Judge J. F. Rutherford, published by the International Bible Students Association of Brooklyn, New York. With this came a single sheet of matter reprinted from the "Golden Age," largely by Judge Rutherford also. This printed matter was stamped with a rubber stamp as from "I.B.S.A., P.O. Box 1284, Shanghai," but had actually been posted at Chinwangtao, on Monday, March 12th. The pamphlet purports to be a reprint of an address delivered at a conference of the International Bible Students Association at Toronto, Canada, in July, 1927, by Judge Rutherford, which address was broadcast by the National Broadcasting Company throughout Canada and the United States by what the pamphlet claims to have been the "greatest radio book-up on earth."

On the surface, the material in this pamphlet and in the reprint from the "Golden Age" appears to be an expression of fervent, if not hysterical, Nonconformist Christianity and the whole text is so surcharged with Scriptural quotations and references that it is sometimes difficult to follow the trend of the argument. One grasps, however, that the present state of things in this world, following upon the Great War, is in fulfilment of Scriptural prophesy and may be regarded as an immediate prelude to the millennium.

The Red Hands.

Under the surface, the matter presented is a complete *resumé* of all the various appeals that Red Russia is accustomed to make in her propaganda abroad. It is pacifist, it is opposed to all the existing churches, it is virulently anti-capitalistic, anti-government, anti-imperialistic, anti-American, and, as usual, particularly anti-British. Once one has grasped all this at a first reading, a second reading yields the impression that it is an attempt to denounce all that the Reds denounce from other angles in their propaganda from the point of view of the conservative "fundamentalist" Christian. It is an appeal to these folk in what the propagandist believes to be their own language.

"Organized Christianity" and all existing Governments are the organs of Satan. "All the world Powers are the offspring of Satan." Of the League of Nations it is said:—"The Devil is its father and the British Empire is its mother, and the other nations which support it are its wet nurses." Of the several governments it is said:—"The kings and presidents of the nations are not in fact the rulers. The ruling power behind the seat of authority that shapes the course of the nations of 'Christendom' is Satan the Devil. . . . Satan's visible instruments are those selfish men who combine and form a system of government which rules and controls the peoples." These men are then defined as financiers, statesmen, and religious leaders, and are severally denounced.

Britain And America Denounced.

Following upon what seems to be the end of Judge Rutherford's address comes another harangue on "The Passing of the Powers," in which the Prophet Daniel is liberally quoted to prove that the British Empire is to be the last (and worst) of the great Empires of history. It is pointed out every little while that all that is said of the British Empire applies equally to the United States, since "Anglo is really a part of the British Empire, because both countries are controlled by the same money power and that is the power that is responsible for the military and political machinery." It is frequently stated that Great Britain is the greatest military power on earth and that other nations emulate her in hoodwinking the common people into becoming soldiers to bolster up militarism.

It is said:—"There are more armed men in Europe to-day than there were in 1914. Every possible effort is being put forth to make soldiers of the common people. What is called a temporary army composed of young men is being trained and drilled in the United States. . . . Satan sees his time is short to prepare for Armageddon. He knows that he has the people blinded concerning God; and now he is carrying out his scheme to get the common people into his military trap and hold them there for himself and use them for his own purposes."

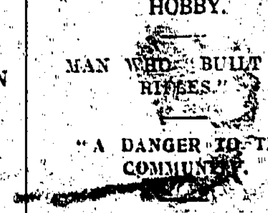
Obvious Soviet Propaganda.

It is significant that, throughout this pamphlet, there is no mention of Soviet Russia, nor is political revolution actually preached in any part of it, yet anyone who can read through the booklet and deny the Red inspiration, direct or indirect, is wilfully blind. A great deal has been written in America and elsewhere—and duly resented—of the use made of religious organizations by Communist agents. The approach is always through pacifism, and in this instance the approach is the same. This pamphlet opens with a little story full of pathos, about cousins in the British, German, and American armies—conscripts who did not want to fight their brethren—being killed in the same battle in France.

If Peking has been favoured with a distribution of these pamphlets from Shanghai, Shanghai has certainly been no less favoured, so the writer strongly recommends this pamphlet to those who doubt that a Christian organization can be used for the dissemination of Red propaganda. The "I.B.S.A., P.O. Box 1284, Shanghai," will doubtless supply those who cannot procure this valuable publication elsewhere.—*North China Daily News.*

(*Continued on next Column*).

COLLECTING ARMS FOR A HOBBY.



MAN WHO BUILT UP RIFLES."

"A DANGER TO THE COMMUNITY."

When Edward T. North (54), of Harris's Cottages, Fair Green, Mitcham, appeared again before the Croydon magistrates, he pleaded guilty to having in his possession a revolver, five rifles and over 300 rounds of ammunition.

The police produced these and a considerable amount of apparatus connected with the repair of rifles and making of ammunition.

Mr. W. L. Sanders, who prosecuted, said the authorities regarded the case as important because a lot of the ammunition fitted the rifles. North had been an armourer in the Army. He had an exemplary character, but this kind of thing might be very dangerous if people got to know of his hoard, broke in and stole the weapons. In any event a man who carried on the work that North did was, irrespective of personal character, a danger to the community.

North, in a remarkable statement, said he had collected arms of all descriptions since he was a boy. He never bought a whole rifle, but had found them in parts at different second-hand shops. Some that looked so effective were made up of the parts of three or four other rifles.

He experimented with the weapons. It was his lifetime hobby. "I have never finished off any of the arms so that they could take a cartridge possible for anyone to buy that is manufactured by the trade," said North.

Toy Pistol Made Formidable.

He told the Bench he bought toy pistols and turned them into firearms formidable enough to kill people at short range. He had done that only as an experiment as to the amount of penetration that would result from the use of such a "toy."

After evidence as to North's good character, the chairman asked if he was agreeable to all the articles seized by the police being confiscated.

North.—Yes, sir. I shall be jolly glad to see the last of them.

On that understanding he was fined £10.

DIARY OF EVENTS.

To-day.

Hockey: H.K. Hockey Club 1st XI. v. Navy R.N.U.S.C. ground, 5.15.

Fanling Hunt: Meet at the Stables Fanling, 2.45 p.m.

China Exhibition: St. Andrew's Church Hall and Grounds opening ceremony by Major General C. C. Luard, C.B., C.M.G., and the Hon. Sir Shou-son Chow at 3 p.m. Lecture by Mr. R. E. Lindsell "Place names of Hong Kong," 5.30 p.m.

A. S. Watson & Co., Ltd., 43rd annual ordinary general meeting at Hong Kong Hotel, 11.30 a.m.

Chinese Chamber of Commerce Meeting, 2.30 p.m.

Annual Inspection by H.E. the Governor of the Hong Kong Police and Police Reserve, Murray Parade Ground.

Royal Society for the Prevention of Cruelty to Animals annual meeting, Jardine, Matheson's board room, 5.30 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Queen's Theatre: "On Your Toes."

World Theatre: "Dancing Mothers," 3.15 and 9.20; "The Monkey Monk," 2.30 and 7.15.

Star Theatre: "Drusilla with a Million."

Thursday.

China Exhibition: St. Andrew's Church Hall and Grounds, opening ceremony by Sir Henry Pollock, K.C., and The Hon. Dr. R. H. Kotewall, C.M.G., 3 p.m. Lecture 5.30 p.m. by the Rev. H. R. Wells, O.B.E. "The Cantonese Language."

Queen's Theatre: "The Unknown."

World Theatre: "Orphans of the Storm."

Star Theatre: "The Runaway."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Principal Mails:—Inward: Europe *viâ* Suez (*Morea*). Outward: Europe *viâ* Siberia (*Morea*), 5 p.m.

Friday.

Hockey: H.K. Hockey Club "A" v. K.O.S.B. at King's Park, 5.15 p.m.

Bible study circle Helena May Institute 10 a.m.

China Exhibition Opening ceremony by the Hon. Mr. J. Owen Hughes and Dr. S. W. Tso, 3 p.m. Lecture by the Rev. G. H. McNeur on "The Chinese Mind," 8 p.m.

China Light and Power Co., Ltd. Extra Ordinary General Meeting, noon.

Children's afternoon Helena May Institute, 5 p.m.

Kowloon Bowling Green Club 28th Annual General Meeting, 6 p.m.

Queen's College Annual Sports Causeway Bay, 5.30 p.m.

Institute of Engineers and Shipbuilders of Hong Kong annual dinner, 8 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Queen's Theatre: "The Unknown."

World Theatre: "Orphans of the Storm."

Star Theatre: "The Runaway."

Principal Mails:—Outward: Europe *vid* Marseilles (*Mantua*), 10.30 a.m.

Saturday.

Fanling Hunt: Steeple Chase Kwanti.

Cricket: H.K.C.C. 1st XI. v. Army; C.S.C.C. 1st XI. v. Navy; H.K.C.C. 2nd XI. v. Kowloon C.C. 2nd XI.; C.S.C.C. 2nd XI. v. H.K. Electric.

Prize Giving of Docksin English School at "Hop Yat" Hall, 2 p.m.

Annual Sports Queen's College on College ground, 5.30 p.m.

Annual dinner of Oxford and Cambridge Society.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30.

Queen's Theatre: "The Unknown."

World Theatre: "Orphans of the Storm."

Star Theatre: "The Runaway."

Principal Mails:—Outward: Europe *vid* Marseilles (*Mantua*), 10.30 a.m.; Europe *viâ* Victoria (*Tyndareus*), 5 p.m.

Sunday.

Palm Sunday.

In the Cathedral at evensong the Rev. H. V. Koop, M.A., on "The way of life through death."

In St. Peter's at matins, the Rev. E. K. Quick, M.A., on "Christ the Redeemer."

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One lump of ice
Serve in high-ball glass
Add Sparkling Water.

BACARDI HIGHBALL
Place a piece of ice in glass
One glass of Bacardi
Fill glass with Sparkling Water.

BACARDI GROG
One quart of Bacardi
One pound of Sugar
One quart of Formosa Oolong Tea
Use the grog, adding equal
Part of very hot water
Serve with slices of lemon
Dissolve sugar in hot water.

BACARDI MILK PUNCH
One glass hot Milk
One tablespoonful of sugar
A punch of nutmeg
The yolk of an egg
A glass of Bacardi
Beat up thoroughly the yolk of the Egg with the sugar
Add milk Bacardi and nutmeg
Mix it thoroughly
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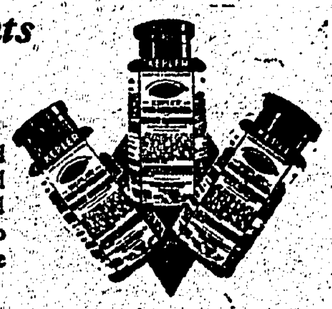

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JERUSALEM DISCOVERIES.

THE TRUE GOLGOTHA?

SKULL HILL.

[BY MARJORIE HARRISON.]

The Church of the Holy Sepulchre in Jerusalem, which has been accepted for sixteen centuries as the traditional site of the Resurrection, will be regarded more critically this Eastertide by visitors to the Holy Land, for new and sensational discoveries made in Jerusalem have strengthened the belief already held by many archæologists that the Skull Hill on the Jericho road, near the Damascus Gate, is the true Golgotha, and that the tomb in the garden adjoining, known as the Garden Tomb, is the real scene of the Resurrection.

The New Finds.

Two of the discoveries which may revolutionise theories that have been held for centuries are the recent location of the Third Wall of Herod Agrippa and the chance finding of a small carved stone.

The Third Wall was built by Herod Agrippa about ten years after the death of Christ to enclose the straggling suburb that had grown up to the north of the city. When British engineers were making the new road, leading from the Damascus Gate, they discovered traces of this wall, and now the Palestine Exploration Society has uncovered it further, and has definitely located its position for a considerable distance.

This fixes the Second Wall, outside of which Christ suffered, as being identical with the present north wall. If this is so, the ground covered by the Church of the Holy Sepulchre must always have been within the city.

The second important discovery was the finding of a small carved stone by Miss Hussey, who is in charge of the Garden Tomb. This, on being cleaned and examined, proved to be a small shrine stone of a Temple of Venus. It was unearthed some thirty feet from the entrance to the tomb.

This discovery is of immense value when it is remembered that Hadrian after his conquest of the Holy City in A.D. 135 decided to desecrate once and for all the places most sacred both to Jew and Christian. To this end he built a temple to Jupiter on the site of Solomon's Temple and a temple to Venus at the scene of the Resurrection.

Almost two hundred years later Constantine, the first Christian emperor, destroyed this heathen temple, and built a magnificent basilica in honour of the Resurrection and to make amends for Hadrian's sacrilege. The Church of the Holy Sepulcher stands to-day on the spot where Constantine built his cathedral almost in the centre of the present city.

It seems not improbable that Constantine deliberately chose to build—not on the actual spot, but within the walls and under the protection of their fortifications.

Seldom Heard Of.

Whether or not the Skull Hill and the tomb near by are the actual scenes of the stupendous happenings of the first Good Friday and Easter Day will probably never be known for a certainty. They are, however, of immense interest, yet they are seldom heard of by the countless visitors to the Holy Land. Not more than one out of a hundred is shown that strange hill where by some freak of nature the rocky side bears the amazing resemblance to a grinning skull.

The gospel story tells how Christ, bearing His cross, "went forth into the place of a skull which is called in the Hebrew Golgotha."

Is the Skull Hill the true Golgotha?

Did the remarkable skull-like formation of the rock, and the fact that it was also the place of stoning, give rise to this sinister name?

Persons condemned to death by stoning were thrown from this cliff, and their broken bodies battered by stones hurled from above by their accusers.

"A New Sepulchre."

Assuming that the Skull Hill is the place where the Crucifixion was held, then it is obvious that the tomb of Christ must also be near. St. John says: "In the place where He was crucified there was a garden, and in the garden a new sepulchre."

It is a remarkable fact that this tomb, answering the Scriptural description, has been found in a garden on the slopes of the Skull Hill.

It is rock hewn and unfinished. It has been, at some time, closed with a stone. It is comparatively isolated, and seems suitable as a private burial place. It also contains the head cavity which is the distinguishing mark of Jewish tombs of the period.

In addition there are signs that a building once stood over the tomb. Traces of two arches still exist; there is also a fragment of stone paving and the remains of a column. Above the door are three small recesses which are usually found in heathen temples. All these seem to indicate that Hadrain's Temple to Venus may have stood here, and the further finding of the shrine stone strengthens the theory.

To-day this tomb—perhaps the most holy place in the world—is in the charge of a representative of the Garden Tomb Association.

SHOULD SHE MARRY HIM?

STARTLING VIEWS ON LOVE AND EUGENICS.

TALENTED CHILDREN OF TAINTED PARENTS.

[By HALLIDAY SUTHERLAND, M.D.]

The birth-rate of England and Wales is now the lowest in Europe, but nevertheless there are optimists who maintain that three healthy children in a family are better than six unhealthy children. That assurance is a typical example of how a true statement may carry a false implication. Obviously it is better for the nation that all children should be healthy. The false implication is that children in a large family are likely to be less healthy than children of a small family. In point of fact, all the evidence points to the contrary.

The standard of health amongst the children of 600 very poor parents in Hull was investigated by Dr. Helen Gamgee. The families were selected at random, and were then divided into two groups according to the number of children.

One group contained small families of fewer than five children; the other group consisted of large families, where there were five or more children. It was then discovered that the health of mothers and children was better amongst the large families.

The Good Mother.

This is not really surprising, because the large family has long been recognised as the best school for the development of character in parents and in children.

Moreover, it is certain that the children of a good mother will always be better cared for than the children of a careless mother, irrespective of wages and housing conditions, or even if the careless mother has fewer children than the good mother.

This fascinating question was also investigated by the late Dr. John Brownlee, Director of Statistics to the Medical Research Council. He went back to the figures of 1871 because—"If present-day statistics were chosen, as there must be more restriction of births amongst the better classes, where the infantile mortality is low, a correlation between high fertility and high infantile mortality would at once be obtained.

"To use such figures is to work with loaded dice." The italics are mine. After exhaustive mathematical investigation Dr. Brownlee concluded that there is no evidence to show that large families are more unhealthy than small ones, and the statement that it is better to have three healthy children than six unhealthy ones has no apparent foundation."

Marriages Of The Unfit.

There is a third test which any reader may make for himself. The Dictionary of National Biography contains the names of the fittest men and women of their time, and most of them were the younger children of large families—the fifth, sixth or seventh child.

And should the unfit be allowed to marry? That is another question on which there is much loose thinking. A few rare and obscure diseases are inherited and inheritable. For example, there is hæmophilia, whose victims are known as "bleeders." That disease is inherited, but is rare.

The great diseases are not inherited. There is no inheritance in tuberculosis. I once examined over 700 children of consumptives. Of the children of infectious consumptives 60 per cent. were infected, but among the children of non-infectious consumptive parents the number infected with tuberculosis was no greater than in the case of children whose parents are healthy. No child is born tuberculous. All cases are infected after birth. A mother, dying of tubercle, may give birth to a healthy child. In Paris these children are removed at birth, and are reared by a healthy foster-mother. Thus the children escape tuberculosis more than children not so protected. That is true Eugenics.

Diseases Not Inherited.

The late Professor Karl Pearson proved that cancer is not inherited. One great disease is inherited—insanity, but the prevention of insanity would do the race more harm than good. A provocative statement, but none the less true.

At the Middleart Asylum, Denmark, Dr. Lange investigated the history of 41 families, who in the course of a few generations had produced 423 cases of insanity or of nervous disease. This research occupied ten years. He was about to publish a book showing the saving to the State if the grandparents of these 44 families had never married. On the eve of publication he remembered what he had forgotten—the healthy collaterals, the brothers, sisters, cousins, uncles, and aunts of his patients. More years were devoted to searching their histories, and then Dr. Lange published his results. He was able to trace the collaterals in 23 out of the 44 families represented in his asylum.

In these 23 families he found—2 Cabinet Ministers, 1 Ambassador, 3 bishops, 3 judges of the Supreme Court, 4 head masters, 8 consulting physicians, 9 university professors, 23 doctors of science or of arts, together with many members of Parliament, town councillors, teachers, business men, and Government officials.

Insanity And Genius.

He also discovered two individuals holding positions so prominent in the State that he cannot indicate the nature of their calling lest their identity be revealed.

In addition to these there were 72 people who by intellectual ability had won distinction in other walks of life—poets, painters, sculptors, architects, musicians, composers, actors, actresses, inventors, and authors.

If the grandparents of his insane patients had never married it is beyond human power to estimate the consequent loss to the world—a world in which good more than balances evil.

Insanity has existed in the world for thousands of years. It was known to the most ancient writers, and yet the earth is not yet peopled by lunatics. The taint of insanity, degeneracy, or of vice is not transmitted from generation to generation. The modern law of degeneration is that a taint may be manifest through four generations, and will then die out.

Descendants Of An Imbecile.

There is a family in the United States which American eugenists have held up as an example to the world. Within the last generations this family has produced more Senators, members of Congress, and professors than any other in the Union. It was left to Dr. F. C. Shrubsall, of London, to explore this family history a little further back, and thus he discovered that these worthy people were all descended from a moral imbecile. The taint had died out.

That is the modern law, but it is as old as the Book of Exodus—"I the Lord thy God am a jealous God, visiting the iniquity of the fathers upon the children unto the third and fourth generation of them that hate Me; and showing mercy unto thousands of them that love Me, and keep My commandments."

SEVEN ROAD DEATHS EVERY TWO DAYS.

LONDON'S INCREASING CASUALTY LIST.

Three hundred and twelve persons—including forty-seven children—were killed in the metropolitan area of London in the least quarter of 1927, compared with 289 in the previous quarter, an average of seven deaths in every two days.

One hundred and three pedestrians lost their lives in crossing thoroughfares without due care, and thirty-two owing to hesitating or faltering when in danger.

Eight children were knocked down and killed while playing in the roadway.

This is the first occasion on which Scotland-yard have published details of the causes of street accidents.

A ROMAN GATEWAY IN RUINS.

TRACES OF FIGHTING AT COLCHESTER.

Many interesting finds bearing on Roman Colchester are being brought to light at the Holly Trees, Colchester, where excavations are being carried out by the Essex Archæological Society, by permission of the Colchester Town Council. The site of the original Roman North Gateway of the city has been partly cleared, and it has been discovered that the great arch had fallen across the roadway and blocked the gate, apparently being overthrown as the result of fighting. This theory is supported by the fact that the area surrounding the site of the gateway shows evidence of fire. Skeletons have also been discovered there, and it is expected that more will be found in the guard chambers.

Other finds include a large open drain, believed to have been built to carry off the overflow of a bath or cistern, and the brick-work of which is still in a remarkable state of preservation; and the foundation of houses with tesselated floors of beautiful pattern, and some of whose walls, as shown by the finding of fragments of coloured wall plaster, were magnificently and expensively decorated.

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(Continued on next Column.)

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Buenos Aires	47.22/32
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Yokohama	1/11½
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China Buses	Tls. 8½ buy.
Singapore Tractions	11/9 nom.
China Sugars	$9 sel.
Malabon Sugars	$25 nom.
Canton Ices	$4 nom.
Cements (combined)	$11.65 buy., 11½ sa.
Do. (old)	$10 nom.
Do. (new)	$2.10 nom.
H.K. Ropes (old)	$8 buy.
Do. (new)	$3.30 nom.
United Asbestos	$10 sel.
Dairy Farms	$21.50 buy.
Watsons	$14½ nom.
Def. A Wings	$1 sel.
Lane Crawfords	$3½ buy.
Mackintoshs	$22 sel.
Sincers	$10 buy.
Wm. Powells	$5 nom.
H.K. Amusements	$29½ buy.
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LONDON'S CHINA TOWN.

UNPERTURBED AT NEW YEAR.

BUN FIGHT FOR HALF CASTE CHILDREN.

[BY TREVOR ALLEN.]

Two Chinese flags, with sun rampant, were flying in London's China-town—Pennyfields. A Chinese café in West India Dock-road displayed the notice: "Reserved for Private Party till 8 p.m."

It was the Chinese New Year's Day, but it might have been a Scottish Sabbath.

Unfortunately, there had been an opium-smoking prosecution against a Pennyfields resident at the Thames Police-court in the morning. Perhaps that had something to do with it. Anyway, there were no lanterns or buntings; except for the two flags, it looked very much the same grey, drab Pennyfields when I wandered through it in quest of exotic sensations.

My first call was at a Chinese tobacconist's, inscribed with all the recognizable brands. I think his name was Chung, Ching, or Chang, but he was far too occupied painting the banker's name on a pile of "pukkaboo" slips to worry about the New Year.

When I mentioned festivities, he numbled something which sounded like "Oo? Um? Ah? New Year? Ah? Um? Oo?" and went on with his elaborate painting.

It was an English woman in the shop who told me that nothing happened nowadays, except a tea-party to the half-caste children in the New Café round the corner—the one with the notice. When I asked "Why only the half-caste ones?" she replied that, of course, there weren't any others round Pennyfields way, and recommended me to the tea-dealer next door.

The Chinese Sphinx.

The tea-dealer, whose name was, I think, Ching, Chung, or Chang, proved to be a perfect Oriental enigma. He, too, said "Oo? Um? Ah? New Year? Ah? Um? Ooo?" and looked as though he could not remember what a New Year was if he tried.

He moved stealthily from one side of the shop to the other, apparently arranging "business as usual" with two other Chinamen who were there. But he did say, as a special concession: "Party—to-night—yes, Number 41."

Number 41, I discovered, was an empty house, with blear, vacant windows and a door which looked as if it would not open to the crack of doom.

The almond-eyed tea merchant had certainly put one over me that time, and I grinned and passed into a little general store not much bigger than a cupboard.

Vanished Limehouse Nights.

Behind the counter, and all but under it was a little Chinese with a face of Buddhistic serenity. When he found that I did not want Sunlight soap or Rickett's blue, he too looked surprised, and said: "Oo? Um? Ah? New Year? Ah? Um? Oo?" and implied that he did not spikee Ingleesh. His name also was either Chang, Chung, or Ching, I'm not sure which. In the circumstances, I don't think I greatly care.

What had happened to London's Chinatown, since the piping days of Mr. Thomas Burke's "Limehouse Nights" and "Nights in Town," that one should encounter such desolation on New Year's Day?

Varied Menu.

The children's party at the New Café proved to be very much like a Sunday School bun-fight, with ordinary cakes and tea.

One or two fireworks, I was told, might be exploded at night, but they would be homely English ones in any case, as the pugnacious native variety could no longer be obtained from China.

But I did encounter a man who had been to a private party over a Chinese café in the Causeway the previous night, to see the Old Year out and the New Year in. His name was not Ching, Chung, or Chang, but plain Charlie Brown, junr., landlord of the Blue Posts hostelry in the West India Dock-road.

"No, nothing much happens nowadays," he said, "but before the war Pennyfields on New Year's night would be littered with spent fireworks inches deep. The police stopped all that."

"There is usually a procession to the Chinese corner of the local cemetery, where the relatives leave food on the graves, and perhaps a bit of a bust-up in the evening," he added, "but it is only in the Chinese quarters of New York and San Francisco that they have processions with dragons."

London's Chinatown, since Mr. Burke abandoned it, has become rather like Poplar, which is a pity. —*Westminster Gazette.*

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPERINTENDENT OF POLICE.]

Governor's Inspection.

The inspection by H.E. the Governor which was previously fixed for March 29th is postponed to April 17th, 1928.

Practice Parade.

All members of the Chinese, Indian, and Sharpshooters' Companies will attend practice parades on the Central Police Station compound on Wednesdays, April 4th and 11th. Fall in at 3.30 p.m. sharp. Dress: Uniform, helmets and belts.

Flying Squad.

The next weekly instructional patrol of the Hong Kong section on Thursday, March 29th, will start from Central Police Station at 5.15 p.m. sharp. All members are to attend.

Sharpshooters' Company.

OPEN REVOLVER COMPETITION.

The annual rifle meeting of the Hong Kong Volunteer Defence Corps to be held on Sunday, April 8th, and Monday, April 9th, includes an Open Revolver Competition for which members of the Sharpshooters' Company may enter. Firing may be carried out on the range at Stonecutters at any time on the above two days. Unlimited entries are permitted at a cost of 20 cents per entry. Any type of revolver or automatic may be used and competitors provide their own ammunition. The firing is deliberate, six shots at twenty yards range stationery bulls eye taget. Entries are made at the range.

(Sgd.) W. KENT,
For C.S.P.

NATIONAL CITY BANK OF NEW YORK.

PROPOSED INCREASE IN CAPITAL.

The Manager of the local office of The National City Bank of New York is in receipt of the following telegram from his Head Office in New York:—

"A special meeting of the shareholders of the Bank has been called for April 24th to authorise an increase in capital from U.S.$75,000,000 to U.S.$90,000,000.

"This increase in capital is in line with the traditional policy of the Bank to maintain a larger ratio of capital and surplus to deposits than is dictated by general banking practice. The National City Company (a subsidiary of The National City Bank of New York) will benefit by the increased capital and the additional resources will be used for the furthering of their own and the Bank's interests on the investment side of the Bank's business."

SAIGON RICE MARKET.

SLIGHTLY FIRMER TENDENCY.

The Compagnie de Commerce & de Navigation d'Extrême-Orient in their report dated Saigon, March 22nd, state:—Since our last report, our market has continued very quiet but at the close, the tendency is slightly firmer owing to exporters covering their sales to India. No demand from the other markets.

The total amount of rice exported from January 1st to March 15th, 1928, is 336,658.621 tons against 301,332.579 tons in 1927.

We quote to-day White Saigon rice No. 1 25 per cent. brokens round grain: Hong Kong $6.60 per picul of 134 lbs. f.o.b. Saigon; 11s. 4d. per cwt. f.o.b. Saigon; Yen 7.05 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hong Kong $6 per picul of 134 lbs. f.o.b. Saigon; 10s. 4d. per cwt. f.o.b. Saigon; Yen 6.40 per picul of 134 lbs. f.o.b. Saigon.

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RUBBER PRODUCTION.

COMPARSION BETWEEN 1921 AND 1927.

In the House of Commons on February 27th, Colonel Woodcock asked for comparative figures showing the rubber production of the British Empire and of foreign countries respectively in 1927 and 1921.

Mr. Amery: Where I have endeavourred to furnish myself with the most exact figures obtainable on this subject, they are to some extent based on estimate, and I cannot guarantee strict accuracy. The following are the figures to the nearest 1,000 tons:—

Year.	British Empire.	Foreign Countries.	Total.
1921	203,000	97,000	300,000
1927	344,000 (restricted)	258,000	604,000

Some allowance has been made for rubber smuggled in 1927 and for impurities in native rubber. No allowance has been made for impurities in wild rubber. Production by British companies in foreign countries is included under foreign countries.

CINEMA MUSIC MACHINES.

RAPID DEVELOPMENT.

GRAMOPHONES AND LOUD-SPEAKERS.

[BY A MUSICIAN.]

Are we on the eve of a general mechanisation of cinema music? It would seem so, to judge by the rapid development that has taken place within the last twelve months.

The new mechanical devices began to come into existence two or three years ago, but were scarcely ripe for exploitation. To-day most of England's larger cinemas are equipped with one or more of them. And it is only rational to assume that in the degree that they continue to be improved, their functions will be extended.

The new processes can be grouped in two classes: those which record and reproduce simultaneously the sound and the picture, and those which are based on the gramophone principle with loud-speakers.

Reproduction By Light.

The former include the Movietone, which may be seen and heard at the New Gallery; the British Acoustic Film; the De Forest Phono Film Company; and several others. Some of these, such as the De Forest, record the sound on the margin of the picture film. Others record it upon a separate film.

The recording of the sound is done by the light process, and its reproduction is effected by rays of light projected through the various depths of shading on the film to a selenium cell, producing a minute electrical current, which is amplified through loud-speakers. Of course, the synchronisation is perfect.

For the present the cinema public is more familiar with the second group of devices, which are also more numerous. For instance, the Panatrope combines a gramophone with a loud-speaker, and is reported to be installed in about 600 picture theatres up and down the country.

Perfect synchronisation of the record with the projector has been achieved by some devices. Otherwise it depends upon the human element—that is to say, the skill of the operator. Most of the instruments are now being equipped with double turn-table to enable records to be changed without a break.

Organist And Record.

Loud-speakers are also in use for the projection of other gramophone-recorded music and effects. Among these the lead is taken by an appliance which is a valuable adjunct to cinema organs for the projection of a shout, a laugh, or a sneeze, or may be a snatch of song where the film suggests it.

A good effect is sometimes obtained by the organist accompanying a gramophone record, particularly a vocal one. Somehow the participation of a real instrument seems to have the effect of making the voice also sound more real than it would do in the ordinary way.

Needless to say, these devices are also at the service of dance-halls. In fact, for small cinemas and dance-halls which cannot bear the expenses of a good band the mechanical substitute is really preferable to an inadequate number of second or third rate players.

So far, the actual use of the new appliances has been mainly to project the various effects and "noises off" demanded by the film, such as railway engines, motors, and the like, or the whistling of an errand boy, or animal noises, as in the case of "Chang." But as those interested come to realise how unexpectedly good is the effect now obtainable from a good orchestral record on a first-class gramophone, with, say, an amplifying equipment, it is inevitable that the new devices will come into more general use.

It is even probable that producing and renting firms which now issue a score for the accompaniment of their films will presently have the score recorded and offer the records with the film.

A New Alternation.

Of course, no mechanical reproduction is as yet, or likely to be, as acceptable as the sound of a good orchestra reinforced by the *psychological effect* of the visual presence of the players. There is, therefore, little or no chance of mechanisation superseding a good orchestra in theatres which can afford one. But all audiences are not equally fastidious in the matter. There are many who will consider themselves equally well served.

Moreover, recent developments in the building of cinema organs have provided an instrument which already relieves the band in many picture theatres. It is not unlikely that the present alternation of band and organ may usher in a new alternation of organ and mechanized music.

BACK AGAIN

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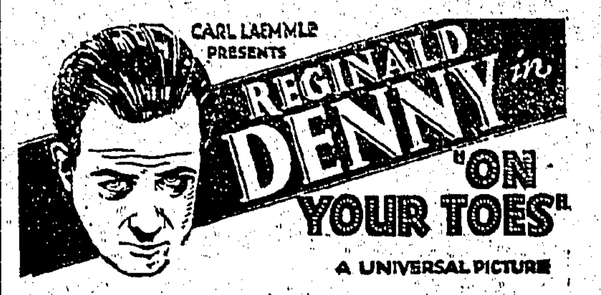

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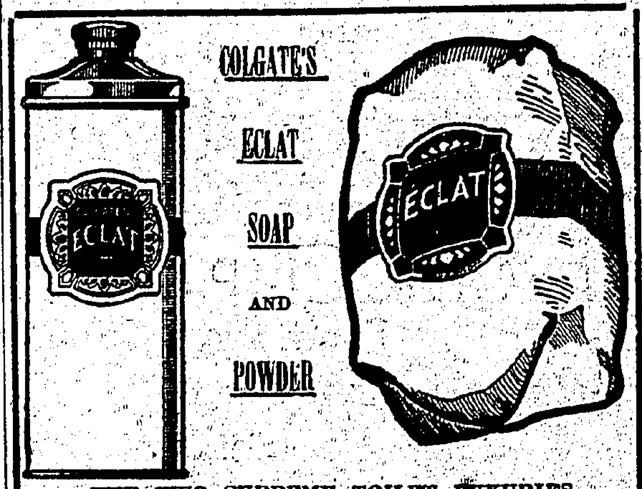

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THE PRINCE'S ESCAPE.

UNDER FIRE OF A FRENCH GUN IN THE WAR.

A new story of the Prince of Wales's part in the war was told at the annual dinner of the London Branch of the Welsh Guards Comrades' Association at Harrods.

The Prince, who is colonel of the regiment, said unfortunately he had not had the privilege of actually fighting in the Guards Division.

Major C. H. Dudley-Ward, referring to this remark, said in a subsequent speech:

It all depends on what you call fighting. I can remember when we were in Houlthurst Forest. On the top of the hill we had a lot of trouble with a French gun which had shelled us the whole of the day.

We sent messages to say that we were being shelled by the French, but nobody paid any attention.

We sent out runners and got a reply that we were not being shelled by any such gun and we ought to know the difference between German and French guns by that time.

Suddenly we saw two figures coming along the hill. One was the Prince. When he got halfway up the hill the shells fell all around him, and one completely hid him from view.

Colonel Sterling, who was commanding the battalion, said, "My God, they have got him," but they did not, for we saw him legging it through falling mud and filth to a little German pill-box we had taken shortly before.

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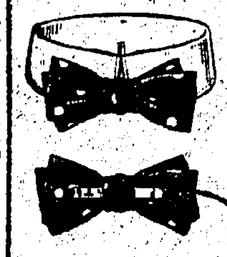

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THE INFLUENCE OF FENG YU HSIANG.

HIS HOLD ON THE POPULAR IMAGINATION.

A BRILLIANT POLITICIAN.

Mr. George E. Solkosky gives in the article reprinted below from the *North-China Daily News* a most interesting analysis of the position and influence of Feng Yu Hsiang, the "Christian" General.

Mr. Solkosky writes with a fairness and impartiality not usually found in articles dealing with this provocative and mysterious figure, and he gives, what most of us want to know, something about the characteristics of this man who has played a part of steadily increasing importance in Chinese affairs.

Marshal Feng Yu Hsiang at this moment has achieved a position of such political pre-eminence that without accurately plotting his position in the political scene, there can be no understanding of the events which are occurring in Peking, Nanking, Tsinan and Kaifeng. For, he, with increasing emphasis, is making himself felt in all capitals.

His influence in Nanking cannot be measured in mere terms of military prowess. Everybody in Nanking bows to his wishes. In the dispensation of cabinet position, Marshal Feng has been particularly effective in bringing North-western personalities to the fore. The Vice Minister of Foreign Affairs, Mr. Y. L. Tong, is a North-westerner; the Minister of Interior, Mr. Hseuh Tu Pi, is the outstanding non-military personality of Marshal Feng's organization; the Minister of Commerce and Industry, Mr. H. H Kung, has always been an associate of Marshal Feng Yu Hsiang, although, since 1928, he has also been active in the Kuomintang independently of his North-western affiliations.

General Chang Tze Kiang, who is really second to Marshal Feng himself in military command, remains at Nanking and fights for religious liberty, while General Yu Yu Jen who, when he was in active military command, fought under Marshal Feng in recent years in Shensi, leads the opposition in Nanking and manages to wield an exceptional influence at this time.

The control of the Lunghai Railway has come completely under Marshal Feng, and he is therefore master across Northern Kiangsu to Haichow, in spite of the fact that that area is really within General Chiang Kai Shek's sphere of influence. In the event of a set-back to the Nanking troops in the present Northern Expedition, the control of this railway and its rolling stock will be an important factor in determining who is to hold Pukou.

Three Influences In Nanking.

Broadly stated, there are three distinct political influences in Nanking. First of all there is the Kuomintang. All acts of the Nanking Government are taken in the name of the Kuomintang but that name denotes something very abstract now. Then, there is the influence of the Peking Government which has worked itself into the Nanking Government through the Old Chinotung clique and the local Shanghai financiers, and which is really paving the way for the continuation of the same personalities in Peking when and if the Northern Expedition succeeds. In a word, although Marshal Chang Tso Lin may be defeated by General Chiang Kai Shek, the Peking politicians headed by Mr. Liang Shih Yi, do not intend to lose their positions and their influence when the Nationalist Government removes itself from Nanking to Peking. As there is no one in Nanking who can match Mr. Liang Shih Yi in astuteness and political experience, and as the only political minded members of the Kuomintang are travelling the world for an education, this Peking influence in Nanking is not to be discounted.

Popular Imagination.

Finally, there is the influence of Marshal Feng Yu Hsiang and the North-west. This influence gains in authority, not only for the military reasons, already indicated, but because Chinese mass psychology seems to require the spell of a name and there is no name in Nanking which fires the popular imagination as much as does that of the "Christian" General. Explanations can be offered for his astonishing popularity.

First, he has always had a favourable Chinese press because he has always supported the most popular tendencies of the moment; he was an ardent Christian during the days when the hope of China seemed to lie in Anglo-American co-operation and methods; he was violently anti-Japanese during the Student Movement period; he wanted to make war on Great Britain after May 30th; he became allied with the Russians when they fired the minds of the youth of the country; he was the first to turn on the Russians when their influence waned. In a word, he senses public opinion and follows it long before other military leaders have caught its tendency.

The Lonely Furrow.

Secondly, he has been so far away from the scene of political activity that he has not suffered much more personal contact. Except for short periods in Peking and its vicinity, he has always been in the wilds, as it were. Only the occasional traveller has seen him personally and has usually gone away with a report of poverty, humility, equality between officer and soldier which has contrasted with the pomp and circumstance of their militarists.

He has never been in the centres of population such as Shanghai and Canton and therefore he has not come into direct personal contact with the forces which, through journalism, the lecture platform and the school-room, mould Chinese opinion. General Chiang Kai Shek, for instance, suffers considerably from his participation in clique quarrels within the Kuomintang, but Marshal Feng has never been in a Kuomintang capital nor directly participated in a clique quarrel except indirectly, when he has influenced them all and he has been, at times, in a position to offer his services as a middle-man for peace.

Two Contrasts In Support.

Finally, although it is very difficult for the foreigners to realize it, compromise of any nature with what the Kuomintang calls militarism, which really means Peking, and with imperialism, which means little more than that the treaties should remain unchanged, is still very unpopular with the masses. Marshal Feng offers no compromises. He is still following slogans and catchwords. The rank and file of the Kuomintang membership, then, turn to him. At the same time, one hears of Chihli province gentry sending delegations to welcome him to their province.

Essentially Marshal Feng Yu Hsiang is a brilliant politician. He has survived all the changes of a decade, not by fighting, but by politics and all the signs show that he will survive the present war. But he cannot survive except as a servant of the Kuomintang if the Northern Expedition should succeed. In Chinese political circles, it is therefore suggested that the Northern Expedition will not succeed, but that Marshal Feng Yu Hsiang will survive. There is much in this Chinese way of stating a fact that implies a change of relationships between Nanking and Kaifeng in the near future.

AEROPLANE CRASH AT SHANGHAI.

AVIATOR "VERY YOUNG IN FLYING."

SHANGHAI, March 23rd.

Golfers out at Hungjao on Tuesday afternoon saw an aeroplane come sailing over them towards the aerodrome in a manner which led one of them to hazard a bet that the machine had crashed. It was endeavouring to land with the wind, and the impression was, as it dropped out of sight, that it was no longer under control.

Investigation by two of the golfers proved that the machine, in fact, never got home intact, but had come to earth rather forcibly about half mile beyond the Golf Club, just missing a creek. The aeroplane was badly smashed but *they were informed that the aviator* had escaped unhurt.

Inquiry of some of the Chinese near by, one of the foreigners being able to speak Chinese, elicited the information that this was the aviator's first solo flight.

It appears he went up a few days before as a passenger and expressed the opinion that flying was easy and that he could do it by himself. Hence the trip which ended so badly.

"Was he a very young man?" one informant was asked.

"Oh, yes," was the reply. "Very young in flying."—*North China Daily News.*

THE CHINA EXHIBITION.

OPENING TO-DAY.

CHINA ON VIEW.

To-day will see the opening of the China Exhibition at St. Andrew's Church Hall and Grounds, the ceremony being performed by H.E. Major General Luard and the Hon. Sir Shou Son Chow at 3 p.m. The exhibition is also being continued to-morrow, when the Hon. Sir Henry Pollock, K.C., and the Hon. Dr. Kotewall, C.M.G., will declare the exhibition open, and on Friday when a similar duty will be performed by the Hon. Mr. Owen Hughes and Dr. S. W. Tso.

The aims and objects of this exhibition have been referred to frequently in our columns and we give below a contributed account of some of the things that may be seen at the Kowloon Church Hall and Vicarage grounds.

A great deal of trouble has been taken with the organisation of the event which should prove of very real interest to the whole of the Colony, and we are sure that people will support it generously.

It is not too easy, for many of us, even when living in Hong Kong, to get anything beyond a surface view of the wonderful civilisation of China all round us, and this, as amusingly explained below by a contributor, is not merely due to indifference but to the language barrier and also to a very real dislike of any suspicion of staring and prying which is shared by English and Chinese people.

However, at Kowloon to-day and to-morrow China is very graciously placing herself on view and this is an opportunity not to be missed.

WHAT CAN BE SEEN AT THE CHINA EXHIBITION.

"WATCHING THE WHEELS GO ROUND."

[CONTRIBUTED.]

One of the favourite occupations of messenger boys, people 'oop fer the day' and Hong Kong residents on Home leave is to watch the men with the pneumatic toothpicks perform marvels of dentistry on the surface of Piccadilly. Here in Hong Kong it is not done, except at Chinese New Year, when all things are possible, to stand and watch a Chinese workman hammer out a brass bowl from the sheet of metal, or the pewter-maker conjure up a work of art under his skilful fingers. I have stood and watched primitive dental operations in the market, and seen the intricacies of ear-cleaning and tongue-scraping carried on in the light of day, but all the time one felt that it was not the common rule to do that. One wonders why; the inner workings of a jade shop, or an ivory carver's den were hidden mysteries to me. I never could understand how they got the little ivory balls inside each other. I often pick up stray feathers from my table, autumnal feathers shed from an ageing duster used in a perfunctory way by a slightly bored cleaner-up, who wonders why this craze for eternal polish and dusting.

Wood-blocks I have seen, used in magazines, illustrating some event, or a line drawing of a caricature, true in every detail to the original, all done by hand, I have since found out, by patient Chinese wood-carvers; the "chop" without which a Chinese business man is lost, sometimes carved in ivory, or rock crystal, or even in wood. These little known trades fascinate me, I always want to know how things are made, and how they work; at a very early age the internals of watches were as an open book to me, due to my mischievous prying fingers.

The opportunity to indulge in this thirst for information, is strictly limited in Hong Kong, the language difficulty prohibits a great deal of explanation on the part of the worker; *Punch* had, during Wembley, the drawing of a small boy, carrying a large Chinese lantern. On enquiry, his mother found that it had come from one of the shops in "Hong Kong."

"How much did you pay for it?" was her first question.

"Didn't pay nothing. The man couldn't speak English, an' couldn't speak Bamboo, so I just took it!"

Although some of us pride ourselves on our knowledge of Bamboo, and can speak with a certain degree of accuracy and fluency, in the Demonstration Area at the "China" Exhibition we shall not need it, for there will be interpreters to explain and elucidate the various processes to be seen. Here will be gathered under one roof about 18 different trades, each in full working order, and one has only to pay a small fee in order to watch other men labour, no small privilege in itself!

On a recent excursion to the monastery at Castle Peak, several persons in the party, on seeing a

(*Continued on next Column*).

woman grinding rice, cheerfully paid 10 cents to the lady at the wheel for permission to turn the heavy millstones, a proceeding at which she must privately have wondered concerning the mentality of the amateur millers. Had she known that one or two Scotsmen were among her helpers, doubtless she would have wondered the more. Possibly similar feelings will be engendered in the breasts of these Chinese craftsmen, when they see others paying good cents to watch what to them is a very everyday task.

They have their reward, for similar goods to those which they are fashioning will be sold in another part of the grounds, and may be some percentage of the wealth that accrues to their business will find its way into their pockets.

To watch the nimble fingers of the man who is making little wax dolls, replicas of China's actors and actresses, is an occupation that affords untold interest. Out of a box full of different coloured wax, he adds a little here, pinches a piece there, rolls a long worm-like strip between his fingers, makes a deft touch with a bit of bamboo, and after a final dab of colour, mounts the finished product upon a piece of stick, and there you are, all for a few cents! He turns out these masterpieces at a rapid rate, using no tool other than his hands, and a sliver of wood.

Fire-crackers too, of which China uses millions, the manufacture of these is a specialised art. There are other interesting items, but your curiosity is now whetted, and I must not dilate at too great a length, something must be left for the visit.

The earliest opportunity will be to-day, at 3 p.m. in the St. Andrew's Church Hall and grounds.

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"ON YOUR TOES."

REGINALD DENNY IN A NEW ROLE.

[BY OUR FILM CRITIC.]

"On Your Toes" shows the English comedian, in a new Reginald Denny rôle, and one which will perhaps be something of a disappointment to those who are accustomed to look on him purely as a laughter maker. But though it is not a "Denny picture" in the usual sense of the term it is by no means a poor one.

Denny is the son of an ex-champion heavyweight, but he has been brought up in ignorance of this fact by his grandmother. Under her guidance he becomes a dancing master and wears a small moustache which changes, and, we think, improves his appearance. But love, in the person of a very pretty little actress, Barbara Worth, leads him to leave the ball room for the ring. Barbara approves of "he-men," so our hero shaves off his moustache and goes into training. Grandmother's softening influence, however, prevents from being very successful although he is billed to meet the champion of his day. By means of an indescreet, but well calculated flirtation with the opponent the heroine rouses Denny to such a state of jealous anger that he wins the championship fight. There are plenty of ring side scenes and some fighting which was quite convincing and exciting. And there are also, of course, a number of amusing incidents skilfully worked into the story. The audience yesterday were certainly pleased and the laughter was pretty continuous, but we think Denny would do better to play either strictly comedy or dramatic rôles than to attempt to combine both.

"Flesh And The Devil."

John Gilbert, Greta Garbo and Lars Hanson are leading players in "Flesh and the Devil" which comes to the Queen's Theatre on Sunday. The story is a romance of modern life on the Continent, and some of the love scenes were chosen from the recent tests made to decide whether blondes or brunettes were the more temperamental.

John Gilbert is a youth who hazards all for love, Greta Garbo a siren who charms all men, Lars Hanson the wronged husband. "Flesh and the Devil" is said to be a very remarkable picture and has been well received in London and New York.

DISORDER IN HONAN.

CITY SEIZED BY RED SPEARS.

GOOD HARVEST BUT NO MARKET.

TIENTSIN, March 10th.

When the temple celebrations of the first-month of the China year were in full swing, suddenly there appeared, as if from all four quarters of the country, hundreds of Red Spears. They attacked the city of Huaiking from all three gates—east, west, and south—and gained an entrance. The purpose of the attack of the Red Spears was to assert the rights of the people in protesting against special taxes and other extortions imposed upon them by the military. However, not being very well armed with rifles and ammunition, they stood a poor chance of holding the city for any great length of time. Several hundred of the Kuominchun troops mustered and drove the Red Spears out of the city, killing over 200 and wounding about as many more, whilst the rest fled to the hills.

Fruitful Honan.

As was the case last winter, sufficient snow and moisture have fallen to water the winter wheat and north Honan is like one great wheatfield this spring. For over ten months north Honan has been cut off from the markets of the north. The merchants of the three large centres, Changte, Weihaiwei and Huaiking have most of their trade connections with the north, and many hundreds have been robbed while trying to get through the fighting lines or over land to Peking or Tientsin, while others have lost their lives.

Many perishable commodities that are usually shipped to the northern markets have been utterly wasted or sold at a great sacrifice. At the same time, these merchants have to continue paying extra and special taxes to the troops who lay siege to their cities, usurp their railways, and plunder travellers attempting to cross overland.

Missionaries Forced To Leave.

The Minnionite missionaries from Kaichow have all been forced to evacuate to the north. The Kuominchun troops gradually took full possession of the hospital, schools, chapel, and missionaries' homes and forced all work to cease. The last of the missionary workers have arrived in Tientsin. Such events as these do not encourage belief in the reports that foreigners and foreign property in the interior are being protected. All the mission stations in north Honan except one have been looted by the Kuominchun troops, and at least three of them are occupied now by them. This one station, that so far has escaped, is Wuan, because this district has not yet been taken over by the Kuominchun.

At the time of writing, great military preparations are being made on both sides of the Chang River in north Honan. The Fengtien and Kuominchun armies may try their strength at any time.—*North China Daily News.*

OBITUARY.

BRIGADIER-GENERAL WYNNE.

Brigadier-General John George Erskine Wynne, who died recently at the age of 66, was gazetted to the Field Artillery in 1880. He was tranferred to the R.G.A., and served in various appointments in England, India, Hong Kong, and Singapore. When the War broke out he was Colonel Commandant at Lydd, and passed out the first 73 batteries that went to France. In 1917 he was appointed as Artillery Adviser to Lord Horne, Commanding the First Army in France.

SIR ALBERT GRAY.

Sir Albert Gray, K.C., who died on February 27th in Chelsea at the age of 77, and was at one time in the Ceylon Civil Service, married, in 1895, Sophie, daughter of Mr. S. Wells Williams, of the United States Legation at Peking, and widow of the Hon. Thomas G. Grosvenor.

MARSHAL LI TSAI HSIN.

EXPECTED BACK IN APRIL.

ON BEST OF TERMS WITH GEN. CHEN MING SHU.

H.M.S. "ROBIN" LEAVES CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, March 27th.

Marshal Li Tsai Hsin, Chairman of the Political and Administrative Councils here is expected back from Nanking by the middle of April at the latest, and he is personally anxious not to be away too long.

It is very embarrassing for the friends and staffs of Marshal Li and General Chen Ming Shu respectively to read from time to time press comments hinting that there have been differences between these two leaders and that Marshal Li's absence may be General Chen's gain. Some reports have gone so far as say that General Chen's friends, by recommending General Li to the post of Chief of Staff under General Chiang Kai Shek, are trying to get him out of Canton. General Chen's friends are emphatically declaring that there is not the least truth in these suggestions.

From to-day (March 27th) there is again a military and political censorship over the press in Canton. Three censors are stationed at the Canton Press Association premises and all "copy" for the Canton Press supplied by the news agencies or by the Association itself has to be passed by the censors, who have been appointed from the Headquarters of the 8th Army. This army is composed of Kwangsi soldiers and the strongest military force in the Province.

During the absence of Marshal Li from Canton, General Wong Shiu Hung is now the principal military commander here. General Wong has a strong force under him and is general officer commanding the 7th Army Corps.

CONSULAR CHANGES.

Mr. G. V. Kitson, H.B.M. Vice-Consul attached to the British Consulate-General on Shameen, is to sail for home on furlough next Monday. This is Mr. Kitson's first furlough since he joined the service in China.

Mr. Douglas Jenkins, American Consul-General and Senior Consul of the local Consular Body in Canton, is expected back on Shameen on March 28th, with Mr. J. C. Houston, American Consul in charge, who has gone down to Hong Kong to meet him. Mr. Houston, who has been here several times in charge of the Consulate-General on Shameen, has been very popular both among the Americans and the Chinese. He will be transferred to the American consular service at Shanghai, as soon as he is relieved. Mr. Houston will be succeeded by Mr. Edwin F. Stanton, at present American Consul at Tsinanfu. The Canton American Consulate-General staff will also be strengthened by the arrival of Mr. Wright as a vice-consul.

Y.M.C.A. WORK.

The Y.M.C.A. in Canton during the last few days was visited by an official from the National Committee at Shanghai, Mr. K. E. Loh, secretary of boys' work, who has just been visiting Foochow, Amoy, Swatow, Hong Kong, and other ports where the National Committee has branches. According to Mr. Loh, the National Committee intends to have a conference of Y.M.C.A. secretaries in Shanghai next June to formulate a programme for future activities. Mr. Loh thinks that the Hong Kong and the Canton Chinese Y.M.C.A.'s are doing excellent institutional work in providing club facilities but believes that the work may be extended. The Y.M.C.A., according to Mr. Loh, should now pay more attention to the promotion of civic affairs and training for good citizenship among the young. In administration, Mr. Loh wishes to see full time, instead of part time, secretaries employed. At the same time, he thinks that the members of the Association should participate more in the administration of the Association, instead of leaving everything to the secretaries.

(*Continued on next Column*).

R.N. DOCKYARD FATALITY.

STOKER WHITFIELD OF H.M.S. "SIRDAR."

BURIED AT HAPPY VALLEY.

The death has to be recorded, as the result of an accident, of Stoker George W. Whitfield, of H.M.S. *Sirdar*, which is in dry dock at the Royal Naval Dockyard.

At 3 o'clock yesterday morning, Stoker Whitfield returned to his ship accompanied by two shipmates who had also been on shore leave. An hour later he was on the deck of the vessel leaning against the railings when he accidentally fell over the side to the bottom of the dock about forty feet below. The noise of the fall attracted the attention of his shipmates and when they rushed down to the spot they found him already dead. Stoker Whitfield fell on his head and must have been instantaneously killed. The body was lying in a pool of blood.

Deceased was very popular with his shipmates on the *Sirdar* and other vessels. He arrived in Hong Kong in March 1927 with the 6th Destroyer Flotilla and was recently attached to H.M.S. *Sirdar*.

Stoker Whitfield was 24 years of age and came from Bermondsey, London. His parents and other members of his family will receive much sympathy in their sad bereavement.

The Funeral.

An impressive funeral with Naval honours was accorded to the deceased at the Protestant Cemetery, Happy Valley, yesterday afternoon. The coffin was drawn on a gun carriage, by a party from H.M.S. *Bruce*, from the Royal Naval Hospital to the Cemetery gate. Stokers from H.M.S. *Sirdar* carried the coffin to the graveside where the Rev. G. H. Hewitt, R.N., conducted the burial service.

The procession was led by a firing party from H.M.S. *Serapis* and the Band of H.M.S. *Cumberland* playing the Dead March in *Saul*. Lieut. Ball of H.M.S. *Sirdar* was in charge of the funeral arrangements, other officers in attendance being Lieut.-Commdr. Graham (H.M.S. *Sirdar*), representing the Commander-in-Chief of the China Squadron; Engr.-Lieut. Reid (H.M.S. *Bruce*) and Lieut. Hardcastle (H.M.S. *Somme*), Lieut. Reid (H.M.S. *Bruce*) and Lieut. Greig (H.M.S. *Serapis*).

At the conclusion of the burial service, three volleys were fired over the grave, and the sounding of the Last Post by a bugler from H.M.S. *Cumberland* brought the solemn ceremony to a close.

The deceased, who was connected with the R.A.O.B., was also accorded honours by this Order. Members of the Oriental Lodge gathered round the grave and sang the hymn "Eternal Father Strong to Save."

Among wreaths sent were those from Ldg. Stoker Agate of H.M.S. *Serapis;* Officers, Chief and Petty Officers, Ship's Company, Seamen and Mess Stokers of H.M.S. *Sirdar;* Officers and Ship's Company of H.M.S. *Somme;* Ship's Company and Mess Stokers of H.M.S. *Serapis;* Officers and Ship's Company of H.M.S. *Bruce;* Oriental Lodge, R.A.O.B., Queen of the Fairies Lodge, R.A.O.B., St. Ambrose Lodge, R.A.O.B.

FAREWELL TO H.M.S. "ROBIN."

H.M.S. *Robin*, Lieutenant-Commander Holland commanding, after serving 26 years on the Canton rivers sailed from Canton Harbour at one o'clock for Hong Kong, flying the paying-off pennant and escorted by H.M.S. *Moorhen*. As she steamed away, the three British gunboats there off Shameen fired long strings of crackers, the *Robin* responding.

Before she sailed, a reception was held on board, many British residents on Shameen attending. Among those present were representatives of the British consular and military services stationed here. American, French and other foreign naval representatives in Canton Harbour also came aboard the *Robin*, before she left for good, and a number of private launches escorted her beyond the Harbour Limit.

The many commanders of the *Robin* during her long career must have some interesting stories to relate in their clubs of the days in Canton, when militarists and "Red" officials would commandeer private launches indiscriminately for their own use, and when the *Robin* would swoop down the river to rescue launches flying the British flag. The Chinese Authorities in Canton once suggested buying the *Robin* but this did not materialize.

MACAO OPIUM MONOPOLY.

CASE AGAINST MR. LEE HYSAN.

INTRICATE LEGAL ARGUMENTS.

TO TURN ON FOUR WITNESSES.

The case in which Mr. Pedro Jose Lobo, of Macao, is suing Mr. Lee Hysan for alleged libel was continued yesterday before the Chief Justice, Sir Henry Gollan, at the Supreme Court.

Mr. C. G. Alabaster, K.C., and Mr. H. G. Sheldon, instructed by Mr. F. H. Loseby, of Messrs. Lee and Russ, appear for the plaintiff. The defendant is represented by Mr. Eldon Potter, K.C., and Mr. F. C. Jenkin, instructed by Mr. D. H. Blake, of Messrs. Wilkinson and Grist.

The first witness called yesterday morning was the official court translator, Mr. Chan Kwok Ying. He was shown the original letter from Fung Cheong to the defendant containing the alleged libel, and said that certain words in brackets did not appear in the original.

Questioned as to the sound "Tuk Po," witness said the characters were difficult to write because the sound might mean different things.

Commenting on the difficulty of writing sounds in Chinese the Chief Justice remarked that "cross-word puzzles were nothing to it."

Cross-examined by Mr. Jenkin, witness admitted that it was very difficult to make translations of Chinese which everyone in a position to judge would accept as correct. Dialect had an important bearing.

The next witness called for the plaintiff was Dr. Carlos Mendes Leitao, a barrister of Portugal practising in Macao.

Witness deposed to receiving copies of the petition. One was addressed to himself and two others to lawyers who were former residents of Macao. He did not forward the two copies to the recipients named on them because he did not think that he was under any obligation to do so; because he thought the petition was an attack on the Macao Government, and because he considered that the letter included in the petition (the letter which forms the subject of the present proceedings) was libellous.

Questioned as to the passage in the letter complained of, the witness said he understood it to mean that his Government had been dishonest and had done something which was not legal in connection with the opium monopoly.

He understood the reference to "Tuk Po" to mean that, of the sum of money paid to obtain the monopoly, $70,000 had been handed through Ah Nok to the wife of the Governor of Macao.

The Chief Justice, before allowing Mr. Sheldon to proceed further, suggested that this point should be cleared up, as this was the first time such a suggestion has been made.

Mr. Sheldon: Yes, because this witness is the first one who can read Chinese.

Mr. Sheldon maintained that this evidence had a bearing on the question of malice. The defence of privilege had been raised, but if a person took advantage of a privileged occasion to gratify his anger or malice, the protection of "privilege" would therefore be lost.

Mr. Sheldon then asked witness what he understood by the reference to "the sum of $50,000 through Lo Bo to Tsoi Teng (Chinese character sound: you can find out the meaning of it and who he is)."

Witness replied that he understood, from that, that the sum of $50,000 had been handed to the Colonial Treasurer or someone in the Treasury through Lobo.

As regards Mr. Lobo what, in your opinion, was the meaning of this letter?—Mr. Lobo, being employed therein, had been more or less conniving with the Company in obtaining the monopoly.

The case for the plaintiff was closed before the tiffin adjournment.

The Defence: "No Case To Answer."

Mr. Potter submitted that he had no case to answer, remarking that the defence did not deny the publication and the sending of the

(*Continued on next Column*).

alleged libel. He contended that the mere fact that the alleged libel had been published and sent out, did not necessarily infer that it had been read or understood. He also argued that the publication was privileged.

At the afternoon sessions, Mr. Alabaster dealt with the matter of malace and privilege. His contention was that if the petitions had been sent out, it necessarily followed that they had been read and understood by the recipients. Even if they could not understand England, they would have had it translated for them.

Mr. Alabaster said that, in the defence, it had been admitted that the defendant had sent and caused the publication of the alleged libel to two persons in Hong Kong and fourteen in Macao.

The defendant had shown his intention to publish by the words in which he declared (in the covering letter addressed to the lawyers in Macao) that he desired to publish his petition widely. Mr. Alabaster also submitted that the interpolations in the translated document implied malice: the document was not allowed to speak for itself.

The Chief Justice pointed out that the suggestion was that the Macao Government, having decided to act in accordance with the Geneva Conference, and having decided on a certain policy, nevertheless went back on it and allowed the old custom of opium farming to be carried on. If certain facts had come to the attention of a person interested in the trade, would not representations made by him (leaving malice out of the question) addressed to the proper authority be privileged?

Mr. Alabaster: It might be privileged if communications were made to the Government, but it cannot be a privileged communication which communicates something irrelevant.

The remainder of the sitting was devoted to intricate legal arguments on the questions of "privilege," "publication" and whether "publication" was complete without proof that the recipients attached the meaning to the words which the plaintiff alleged was implied.

On a review of the evidence called the Chief Justice assented to Mr. Potter's submission that he had been definitely successful in excluding all but four of the persons to whom the alleged libel had been published from the scope of the trial. To the four remaining cases the defence to-day will be confined.

HUGE OPIUM HAUL.

OVER $88,000 WORTH FOUND ON S.S. "HAIHONG."

HEAVY SENTENCE.

As the result of a vigorous search by Revenue Officer Ward aboard the s.s. *Haihong*, three Chinese seamen appeared before Mr. R. E. Lindsell, on a charge of being in possession of illicit opium.

Mr. Leo d'Almada appeared for all three defendants and told the Magistrate that he was prepared to enter a plea of guilty on behalf of the first defendant.

The Arrests.

Revenue Officer Ward stated that about 4 p.m. on March 15th he boarded the s.s. *Haihong* which was moored at her usual wharf in Connaught Road. On boarding the ship, together with other Revenue Officers he immediately made for the engine room. In the stokehold he saw the second and third defendants, who were arrested. Proceeding he went down a manhole in the boiler and with the help of an electric torch he found the first defendant huddled up. He was arrested.

The Find.

The nuts on the door of the ballast tank had all been removed and on entering he found the tank full of water. The water was clear and upon looking down into the tank he saw nine bags of opium. Each bag contained 400 taels of prepared opium.

Continuing Revenue Officer Ward stated that he was of the opinion that the first defendant was in the act of getting up the opium but was prevented by his (witness's) arrival.

Two Other Men Discharged.

His Worship remarked that there was no evidence against the second and third defendants and discharged them. The first defendant he convicted and sentenced him to one year's hard labour; three months for the attempt to import the opium and nine months for possession. The alternative fines were $2,000 for importing and $100,000 for possession.

The contraband was ordered to be confiscated.

SAIWANHO BOILER EXPLOSION.

ENQUIRY HELD YESTERDAY.

HOW A BOILER SOARED THROUGH THE ROOF.

An enquiry was held by Mr. R. E. Lindsell sitting as Coroner, at the Central Magistracy yesterday afternoon with a jury comprising Messrs. W. Macfarlane (foreman), B. W. Simmons and E. C. Fincher, into the deaths of two Chinese as a result of injuries sustained in the boiler explosion at the Ling Wan Man Oil Factory, Saiwanho, on March 13th.

Dr. A. Cannon who made the post-mortem examinations said that death was in each case due to fractured skull and scalding all over the body.

Mr. R. S. Logan, an Engineer of the P.W.D., said that he examined the premises after the explosion. The boiler had a diameter of 8½ feet and a height of 7 feet. There was an outer and an inner shell, the latter forming the furnace wall. One side of the inner shell had blown outwards. In his opinion, the explosion was caused by too little water in the boiler. Witness also said that such type of boilers should be fastened to the floor with bolts. This particular boiler had holes in the flange at the bottom for the insertion of bolts, but on examination it was found that no bolts had been fixed to it. The explosion was so violent that the boiler flew upwards and was driven clean through the roof.

In answer to the jury, witness said that his examination of the boiler revealed no corrugation and no signs of it having been overheated. It was fed by a small feed-pump.

Lung Hing Chong, owner of the factory, said that the building in which the boiler was installed was erected seven years ago. The roof was of concrete, but the entire building had not been inspected by the Inspector of Factories. The boiler was purchased by him second-hand some four years ago, but it had never given any trouble before the explosion. Witness had always examined the fittings and feed-pump nightly. The maximum pressure of the boiler was 150 pounds, but he had never been worked the boiler at more than 60 or 70 pounds. There was a safety valve that lifted when the steam pressure went up to 100 pounds. He could only remember one occasion when the pressure was 100 pounds.

Witness said that on the day of the fatality, a *foki* went to his residence and reported that the boiler chimney was on fire. When he got to the factory the chimney was still emitting flames. His *fokis* were putting out the fire and after a few minutes they succeeded. When the fire was extinguished, witness decided to go into the premises to ascertain the cause, but as he was walking towards it, the explosion occurred. Witness stood stiff and saw the boiler fly up into the air through the roof of the building.

He was told that two of his *fokis* were lying badly wounded. One was found to be unconscious and the other who was near the boiler was not so seriously hurt.

The enquiry was adjourned until to-morrow afternoon.

CHARGES AGAINST C.P.O. KELSEY.

SEQUEL TO PRAYA MOTOR FATALITY.

CASE ADJOURNED TILL TUESDAY.

C.P.O. William George Kelsey, of H.M.S. *Ambrose*, had to answer three charges at the Central Magistracy yesterday morning as a sequel to the motor fatality on Sunday morning. The charges were:—

(a) that he on March 25th, 1928, in Connaught Road Central, feloniously did kill and slay a Chinese man named Tam Tak Yeung;

(b) unlawfully did drive licensed public motor car No. 313 in a reckless manner in Connaught Road Central at 3.30 a.m. on March 25th, 1928, and

(c) unlawfully did drive licensed public motor car No. 313 without an appropriate driver's licence at 3.30 a.m. on March 25th, 1928.

On the first charge, the Magistrate (Mr. R. E. Lindsell) explained that the defendant was not required to plead. The charge was one of manslaughter against Kelsey by gross negligence in driving a motor car, thereby killing a man.

Defendant pleaded "not guilty" to the second charge, and admitted the third charge.

Traffic Sub-Inspector Alexander asked for a week's formal remand, stating that one morning and one afternoon would be sufficient for the hearing of the case. His Worship fixed hearing to commence at 11.30 on next Tuesday morning.

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IMMEDIATE DELIVERY FROM OUR OWN STOCKS OF ALL SIZES.

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Columbia New process RECORDS

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NAPOLEON ... ... "

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NO POWER ON EARTH ... "

4192 HOW AMERICA WAS DISCOVERED — MILTON HAYES
HOW AMERICA WAS FOUND OUT "

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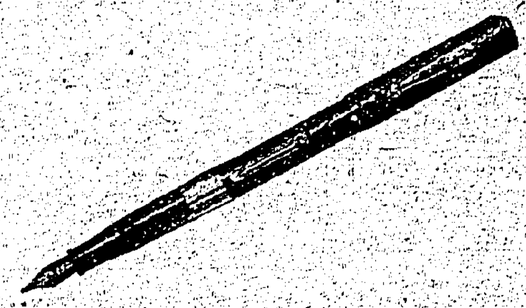
WILL YOU FIND SUCH INDIVIDUAL FEATURES OF PERFECT CRAFTSMANSHIP.



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NEW ADVERTISEMENTS.

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, THOMAS BURLINGTON WILSON, of 4A, Des Voeux Road Central, Victoria, in the Colony of Hong Kong, as Agent for DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver), HEREBY GIVE NOTICE that for the purpose of Conformity, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "M. S. DOLLAR" of the Port of Hong Kong. Official Number 140336 of Gross Tonnage 9,394.41 tons, Register Tonnage 6,919.41 tons, heretofore owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver), for the Permission to Change her Name to "CHIEF MAQUILLA" and to have her registered in the New Name at the Port of Hong Kong as owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver).

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the Appearance of This Advertisement.

Dated at Hong Kong, this 27th day of March, 1928.

(Signed) T. B. WILSON,
Agent for Dollar Steamship Lines, Ltd. (or Vancouver).

[6064

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, THOMAS BURLINGTON WILSON, of 4A, Des Voeux Road Central, Victoria, in the Colony of Hong Kong, as Agent for DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver), HEREBY GIVE NOTICE that for the purpose of Conformity, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "ESTHER DOLLAR" of the Port of Hong Kong. Official Number 120444 of Gross Tonnage 7,548.12 tons, Register Tonnage 4,848.06 tons, heretofore owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver), for the Permission to Change her Name to "CHIEF SKIDEGATE" and to have her registered in the New Name at the Port of Hong Kong as owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver).

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the Appearance of This Advertisement.

Dated at Hong Kong, this 27th day of March, 1928.

(Signed) T. B. WILSON,
Agent for Dollar Steamship Lines, Ltd. (or Vancouver).

[6065

OFFICIAL NOTICE.

PORPOSAL TO CHANGE A SHIP'S NAME.

I, THOMAS BURLINGTON WILSON, of 4A, Des Voeux Road Central, Victoria, in the Colony of Hong Kong, as Agent for DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver), HEREBY GIVE NOTICE that for the purpose of Conformity, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "ROBERT DOLLAR" of the Port of Hong Kong. Official Number 145168 of Gross Tonnage 10,893.47 tons, Register Tonnage 6,790.86 tons, heretofore owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver) for the Permission to Change her Name to "CHIEF CAPILANO" and to have her registered in the New Name at the Port of Hong Kong as owned by the said DOLLAR STEAMSHIP LINES, LIMITED (or Vancouver).

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the Appearance of This Advertisement.

Dated at Hong Kong, this 27th day of March, 1928.

(Signed) T. B. WILSON,
Agent for Dollar Steamship Lines, Ltd. (or Vancouver).

[6066

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, LI KOON CHUN, of Hong Kong, HEREBY GIVE NOTICE that in pursuance of our agreement with the Vendor, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "GORGON" of Liverpool, Official Number 127935, of Gross Tonnage 2,835.43 tons, Register Tonnage 1,733.80 tons, heretofore owned by OCEAN STEAMSHIP COMPANY, LIMITED, India Building, in the City of Liverpool, for the Permission to Change her Name to "LYEEMOON" and to have her registered in the New Name at the Port of Hong Kong as owned by CHEONG HING STEAMSHIP COMPANY, LIMITED.

Any Objection to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the Appearance of This Advertisement.

Dated at Hong Kong, this 27th day of March, 1928.

LI KOON CHUN.

[6063

NEW ADVERTISEMENTS.

NOTICE.

THE HONG KONG & WHAMPOA DOCK CO., LTD.

DURING the Absence from the Colony of Mr. E. L. Hosie, Mr. DAVID GRISMOND GOW will act as SECRETARY of This Company.

By Order of the Board,
R. M. DYER,
Chief Manager.

Hong Kong, 28th Mar., 1928. [6060

FANLING HUNT STEEPLE-CHASES.

EASTER MEETING:

SATURDAY, 31st MARCH, 1928.

FIRST RACE:—3 P.M.

ADMISSION to Public Enclosure: $1.00. Ladies Free.

Admission to Subscribers' Enclosure on production of Badge only.

Subscribers can introduce Two Ladies Free, and Two Non-members at $5.00 Each.

Tickets obtainable from Dr. F. PIERCE GROVE, Alexandra Buildings.

SPECIAL TRAINS—Leave Kowloon: 2.00 p.m. Return from Fanling: 6.00 p.m. Return Fare: 1st Class, $1.50; 2nd Class, 90 Cents.

FREE PARKING FOR MOTOR CARS.

[6048

THE HONG KONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that A Further EXTRAORDINARY GENERAL MEETING of the Company will be held at P. & O. Building, Victoria, in the Colony of Hong Kong at 12.30 O'clock in the Afternoon on MONDAY, the SECOND Day of APRIL, 1928, for the purpose of considering and, if thought fit, confirming the following Resolution passed as an Extraordinary Resolution on the 16th Day of March, 1928, as a Special Resolution:—

"That the Capital of the Company "be increased from its present Capital "of $3,000,000 (Hong Kong Currency) "divided into 300,000 Shares of $10 "Each, to $6,000,000 (Hong Kong "Currency) divided into 600,000 Shares "of $10 Each and that such Additional "Shares shall rank in all respects "*pari passu* with the Original Capital "of the Company."

AND NOTICE IS HEREBY FURTHER GIVEN that A Further EXTRAORDINARY GENERAL MEETING of the Company will be held at the Same Place on MONDAY, the SECOND Day of APRIL, 1928, at 12.40 O'clock in the Afternoon or so soon thereafter as the above Meeting shall have terminated for the purpose of considering and, if thought fit, passing the following Resolutions, namely:—

1. "That the Directors be, and they "are hereby, authorised to capi-"talise the Sum of $1,500,000 "Profits of the Company standing "to the Credit of the Company's "Reserve Fund and to allot to the "Members holding Shares of the "Company as on the 1st day of "July, 1928, in respect of the net "amount capitalised Fully Paid "Shares of the Company of equi-"valent nominal value in the pro-"portion of One Share for every "Two Shares of the Company then "held by such Persons respectively "and that such Shares so alloted "shall rank for Dividends as from "the 1st day of July, 1928."
2. "That if, on such Distribution as "aforesaid, any Person would be "entitled to a Fraction of a Share, the "Directors shall, in lieu of issuing "Fractional Certificates, cause the "Whole Share to be alloted to a "Person or Persons to be named by "the Directors and such Share may, "at such time as the Directors think "fit, be Sold and the Proceeds distri-"buted amongst the Persons entitled "to the Fractions making up the "Share."

Dated the 26th day of March, 1928.

By Order of the Board,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

[6057

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the THIRD EXTRA RACE MEETING to be held on SATURDAY, 7th APRIL, and on MONDAY, 9th APRIL, 1928 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club, and Causeway Bay Stables.

Entries will CLOSE at 4 P.M., on THURSDAY, 29th MARCH, 1928.

[6050

MACAO RACE CLUB.

DRAFT Programmes and Entry Forms of the SEVENTH EXTRA RACE MEETING to be held on SUNDAY, 15th APRIL, 1928 (Weather Permitting), can be obtained upon application to The International Race and Recreation Club of Macao, Ltd., Hong Kong Jockey Club, Causeway Bay Stables, and Roxon Advertising Co., 3rd Floor, Exchange Building, Hong Kong.

Entries will CLOSE on TUESDAY, 3rd APRIL, 1928, at 1 P.M.

[6049

INTIMATIONS.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hong Kong Hotel, Hong Kong, on WEDNESDAY, the 28th MARCH, 1928, at 11.30 A.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended 31st October, 1927.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, the 22nd Day of MARCH, to THURSDAY, the 29th Day of MARCH, 1928, Both Days inclusive, during which Period No Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hong Kong, 16th Mar., 1928. [6015

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, P. & O. Building, on MONDAY, the 2nd of APRIL, 1928, at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th of MARCH to 2nd of APRIL, Both Days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.

[6043

THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the Company will be held at the Head Office, No. 6, Des Voeux Road, Central, Hong Kong, on WEDNESDAY, the 4th APRIL, 1928, at 2.30 P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th MARCH, 1928, to the 4th APRIL, 1928 (Both Days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board,
LOOK POONG SHAN,
Chief Manager.

Hong Kong, 19th Mar., 1928. [6029

HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRD ORDINARY YEARLY MEETING of HONG KONG TELEPHONE COMPANY, LIMITED, will be held on WEDNESDAY, the 11th Day of APRIL, 1928, at the Board Room of the Company, Second Floor, Exchange Building, Hong Kong, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors, for the Financial Year ended 31st December, 1927, confirming the appointment of Three Directors and re-electing Two Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th APRIL, to the 11th APRIL, 1928, Both Days inclusive.

Dated this 20th day of March, 1928.

By Order of the Board,
J. P. SHERRY,
Manager.

14, Des Voeux Road Central,
Hong Kong.

[6032

THE HONG KONG & SHANGHAI HOTELS, LIMITED.

(Incorporated in Hong Kong).

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of The HONG KONG and SHANGHAI HOTELS, LIMITED, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on THURSDAY, the 12th day of APRIL, 1928, at 12 O'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended on the 31st December, 1927, confirming the appointment of a Director and re-electing a Director and the Auditors.

By Order of the Board,
C. G. COPLEY,
Secretary.

Hong Kong, 20th Mar., 1928. [6035

HONG KONG REALTY AND TRUST CO., LTD.

(Incorporated under the Companies Ordinances of Hong Kong).

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONG KONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Registered Office of the Company, Exchange Building (2nd Floor), Des Voeux Road Central, Hong Kong, on FRIDAY, the 13th Day of APRIL, 1928, at 12 O'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Six Months ended on the 31st December, 1927, confirming the appointment of two Directors, and re-electing two Directors and the Auditors.

By Order of the Board,
C. F. V. RIBEIRO,
Acting Secretary.

Hong Kong, 23rd Mar., 1928. [6052

INTIMATIONS.

CATHOLIC MISSION.

NOTICE.

A MISSION will be given in the CATHOLIC CATHEDRAL from THURSDAY, the 29th Inst., to WEDNESDAY, the 4th of APRIL. There will be Each Day a Special Sermon preached by the Rev. G. BYRNE, S.J., at 6 P.M., followed by Benediction.

All, especially Catholics, are cordially invited to attend.

[6051

BUSINESS OPPORTUNITIES.

WHEN in Swatow, Call on HWA IAH & CO., Office: No. 16, What An Street, Kwang Chik Dispensary. We are Wholesale Importers, Commission Agents, Representatives, Interpreters, etc. If unable to Call, Send Samples and Catalogues with Prices. Always ready to help This will save you Time, Expense and Trouble in Discovering Sources of Good Business. Good References given

[5988

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other diseases. No Drugs, Purely Chinese Herbs.

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66, Queen's Road Central, 1st Floor.

TAKE THIS OPPORTUNITY Now of Learning the YALE BLUES, from the Misses AILEEN and DORIS WOODS Before their Departure from the Colony in May! It is THE Dance of the Season, and should be learnt from these EXPERT TEACHERS and DEMONSTRATORS. Private Lessons Daily. Studio: 3, Beaconsfield Arcade. Tel. C. 3128.

[5991

TO LET.—Fully Furnished with Servants for Six Months from 1st JUNE, No. 191, The Peak, Mount Kellet, 5 Roomed Concrete HOUSE. All Modern Conveniences. Rain Proof. Would consider LET from 1st MAY.—Apply: HASTINGS, DENNYS and BOWLEY, 8, Des Voeux Road, Central.

[6053

SHERIFF BROS.—Old Customers please note that We have RE-OPENED at No. 55, QUEEN'S ROAD CENTRAL (Temporarily). Jewellery Orders Solicited and Satisfaction Guaranteed.

319

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The Daily Press.

Hong Kong, March 28th, 1928.

CONTROVERSY OVER THE CAVELL FILM.

Our London correspondent, in a recent letter, refers to the very considerable controversy in England regarding the ban which was placed on the Cavell film. At the request of the German Government Sir Austin Chamberlain decided against the exhibition of the film in England, and it was also banned by the Board of Film Censors. The action of the Foreign Minister was based mainly on the consideration that in the interests of international good feeling it was not desirable to present a film that would revive one of the most poignant and bitter incidents of the war.

But it appears that many people see in this concession to German susceptibilities a sign of weakness. The Government has been attacked for listening to the representations of the German Embassy. The right of the Germans to request a censorship over this film is called in question, and of course, most emphatically the Germans have no such right. The present system of film censorship is also debated. But these matters, however important in themselves, fall short of the true issue, which cuts very much deeper. The issue is whether in the interests of peace and international amity incidents of the war which most embitter its memories should be perpetuated? Is this desired, or is it desired that a new era of peace should dawn in Europe?

In recent years a very slow and tentative advance has been made towards better relations between the old adversaries. A large body of opinion in England holds that the Cavell film would arrest this tendency. Lord Birkenhead, who is the last man to show any sentimental regard for the Germans, in a letter on the subject pointedly asks, "Do we serve any useful purpose by exasperating and humiliating a Government which has shown by its repudiation of the Hohenzollern dynasty its opinion of that dynasty and its works? I should myself have thought it was a commonplace that every man, and still more, every woman, of good intention, who does not wish to see his son or her son involved in another war, would strive by every effort to put away the memory of those old unhappy thing in the effort to establish a new and more humane relationship."

Those who support Sir Austen Chamberlain's action urge that it is ironical to talk about the Locarno spirit and the duty of statesmanship to strive for a solid understanding among the nations of Europe while the public are invited to see on the film pictures that inflame national feeling and re-kindle the deep-seated hatreds of the war period. In the House of Commons, where Sir Austen Chamberlain was called on to defend his attitude, a point was made of the fact that, if the film was to be banned, the producers ought to have been informed before they spent money on the enterprise. This is an argument we raised when the news of the banning of the film was first cabled by Reuter. At Home it was regarded as an excellent debating point but one that did not go very far. The point stressed as the one essential consideration is whether the exhibition of a film on this subject is not likely to impede the growth of that spirit of friendliness and mutual confidence which all people of good will desire to cultivate.

Certainly, even if there is no Cavell film, now or hereafter, there is no reason why British men and women should not reverence the memory of Nurse Cavell and perpetuate in conduct—the best of memorials—the beauty and nobility of her character. And perhaps in the last analysis, there is something repugnant in the idea that the producers of the film propose to make money out of its exhibition; for that means the commercialising of the anguish of a woman's sacrifice.

INTIMATIONS.

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H.M.S. *Ambrose* and six submarines of the "L" type are due to leave for home this morning.

The late Capt. George Langborne, of Severn Lodge, Malvern Wells, formerly in the P. & O. Service, left £11,276 (net personalty £8,993).

A seaman of the s.s. *Empress of Asia* reported to the police that he entrusted the sum of $100 to another seaman who has failed to return to the ship.

The Fourth annual concert and prize giving of the Docksin English School takes place on Saturday at 2 p.m. Mrs. A. Morris will distribute the prizes.

For stealing three pieces of wood from the Whitfield Barracks, an unemployed Chinese was sentenced to six weeks' hard labour by Mr. W. Schofield at the Kowloon Magistracy yesterday.

The ship's company of H.M.S. *Cumberland* will hold their first dance on Saturday at 8 p.m. The ship's own dance orchestra will provide the music. Ship dances are always very good fun and we wish the new comers the best of luck with this and every function which they may give.

A young Chinese was sentenced to six months' hard labour and ten strokes of the birch for stealing a ring belonging to a female resident of a "house" in Temple Street. Mr. W. Schofield remarked that it was particularly mean to steal from women in those circumstances. It is understood that larcenies of this nature are becoming disgracefully common.

A returned banishee was sentenced by Mr. R. E. Lindsell yesterday for having in his possession a watch and fob, to which was attached a silver badge of the "Moose Club." The defendant claimed that he bought the articles, but it was stated by a Chinese detective that they were stolen in Macao. Sub-Inspector Cargill also proved that the defendant was a returned banishee, where upon the Magistrate sentenced the man to three months' hard labour and fifteen strokes.

The writer of "A Londoner's Diary," in the *Evening Standard*, states: There are in the House of Commons a number of M.P.'s who have lived in the East. They are easily distinguishable by the frequency of their questions regarding matters affecting the countries from which they have returned. Mr. H. W. Looker in the early days of the China troubles became an almost daily questioner of the Foreign Secretary on the progress of events in that country, and he is still engaged in that way. Sir Gerald Strickland, as he then was, added greatly to the House of Commons knowledge of Malta. The record, however, for overseas representation in Parliament occurred in 1924, when there were four "members for Malaya"—Mr. C. W. Darbishire, Mr. M. R. Thornton, Mr. E. Macfadyen, and Mr. George Penny. Only one of the four, Mr. Penny, is a member of the present House, and as a Junior Lord of the Treasury he does not ask questions. He is still regarded in Malaya as its "member" in the House of Commons.

EUROPEAN CHARGED WITH DANGEROUS DRIVING.

STUBBS ROAD INCIDENT.

At the Central Magistracy yesterday Mr. Savadio was, at the instance of Mr. R. E. Dovery, summonsed for the alleged dangerous driving of his Fiat Car, No. 2118, on Stubbs Road at 6.45 p.m. on March 16th.

It was stated by Mr. Dovery that when he was proceeding around the sharp bends of Stubbs Road, the defendant's car suddenly shot past him on one of the corners and struck his front mudguard in an attempt to evade an oncoming car. A serious collision involving all three cars was narrowly averted. The incident, in the witness's opinion was about as bad as it could have been under the circumstances.

Lady's Driving Criticised.

In answer to the charge preferred against him, Mr. Savadio replied that the witness's car, which was in front of him, was being driven in a most dangerous manner, and he decided that it would be safer to pass it. The car was being driven by a lady.

Mr. Dovery produced the lady's licence which was a learner's licence, but stated that the lady had been driving a motor-cycle for years. Savadio also criticised the way the car was re-started by the lady.

"Mr. Dovery:—I should have started it in exactly the same way myself.

The Magistrate adjourned the case for a week for evidence to be called for the defence.

AN IMPERTINENT CHAUFFEUR.

FINED FOR SPEEDING.

A Russian chauffeur appeared before Major C. Willson yesterday morning on the charge of exceeding the speed limit along Morrison Hill Road. Sgt. Baker prosecuted and stated that the defendant was driving at a speed of 30 miles per hour along Morrison Hill Road and Tin Lok Lane. When stopped by the Sergeant, the driver was alleged to have been very insolent and "very cheeky." Mr. H. C. Macnamara appeared for the defendant and pleaded that he was a new comer to the Colony and was not aware of the regulations. His Worship imposed a fine of $15.00.

"DIDN'T KNOW."

CHINESE PLEADS IGNORANCE OF OPIUM BAN.

Three Chinese appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday on a charge of having, in their possession 160 taels of raw opium. As a result of a raid which took place at No. 122, Des Voeux Road, Central, the aforementioned opium was found, and the three men were arrested. In reply to the charge one of the men confessed ownership of the drug and the charges against the two other men were then dropped. Asked where he got it from the defendant replied that he bought it in Macao for other people. He pleaded that he did not know that it was illegal to bring opium into the Colony.

His Worship replied "What nonsense" and imposed a fine of $10,000 with the alternative of six months' hard labour.

INCORRIGIBLE ROGUE.

A Chinese was charged before Mr. R. E. Lindsell at the Central Magistracy yesterday for returning after he had been banished for life. It was later found that the defendant had been in gaol no fewer than four times between 1919 and 1922, first as a rogue, and then as vagabond, and finally he did a sentence of 12 months' for stealing. His Worship passed a sentence of nine months' hard labour and twelve strokes of the birch.

HEALTH OF THE COLONY.

MORE SMALL-POX CASES.

There were seven small-pox cases last week and two more were notified on Monday. Two have proved fatal.

Other cases of infectious disease reported last week were: Enteric 3 (two fatal), diphtheria 2, paratyphoid 1.

All the cases were Chinese except one British case of diphtheria, one Indian case of paratyphoid, and an imported Italian case of enteric.

MARSHAL LI TO RETURN IN A FEW DAYS.

GENERAL LI CHUNG JEN'S NEW APPOINTMENT. COMMANDER-IN-CHIEF OF FOURTH ARMY GROUP.

HUPEH AND HUNAN URGED TO AID NORTHERN EXPEDITION.

CHEN MING SHIU VISITS HANKOW.

STRONG PROTEST OF CENTRAL GOVERNMENT AT AMOY INCIDENT.

Marshal Li Tsai Hsin has completed his conferences with the Nanking leaders, where he has discussed the part which Canton will play in the Northern expedition. He is expected to leave Nanking on his return journey within a few days, or at the very latest in the early part of next month.

Meanwhile preparations for an offensive by both Northerners and Nationalists are proceeding slowly. A Naval Wireless message mentions that troops are being sent from Kiukiang to the Northern front, while General Cheng Chien urges upon Hunan and Hupeh the closest co-operation in the expedition. General Chen Ming Shiu is visiting Hankow on the same mission.

The Northerners are taking steps to consolidate their defence line in Southern Shantung, and General Chang Tsung Chang has ordered a corps of engineers to mine the approaches to these defences.

The Nanking Foreign Ministry have stated that the Japanese action in arresting and removing the four Whampoa cadets from Amoy constitutes and open violation of international practice. The Central Government is lodging a very strong protest, and at the same time the matter will be taken up with the Japanese Consul General in Shanghai.

THE AMOY INCIDENT.

STRONG NANKING PROTEST.

(*Wah Tsz Yat Pao.*)

SHANGHAI, March 27th.

Regarding the Amoy incident which has led to the present anti-Japanese movement there, the Nanking Foreign Ministry has wired to the Kuomintang Branch at Amoy to the effect that the Japanese Consul's action in arresting four Whampoa Cadets and secretly conveying them to Formosa is in open violation of international practice. The Central Government has given instructions to the Foreign Commissioner at Amoy to lodge a strong protest with the Japanese Consul there. At the same time a high official will be despatched to Shanghai to take up this matter with the Japanese Consul-General.

VISITS TO HANKOW.

(*Wah Tsz Yat Pao.*)

SHANGHAI, March 27th.

General Chen Ming Shiu and General Li Chung Jen left Nanking for Hankow yesterday. General Chen's mission is to consult with the Hankow leaders—Cheng Chien and Pei Chung Hsi—in connection with the Northern expedition, under the instructions of the Nanking Military Council.

General Li Chung Jen's present journey to Hankow is undoubtedly to accept the Nanking Government's appointment as Commander-in-Chief of the Fourth Army Group.

MARSHAL LI'S EARLY RETURN.

(*Wah Tsz Yat Pao.*)

SHANGHAI, March 27th.

It is reported that Marshal Li Tsai Hsin will leave Nanking for Canton within a few days as he has completed his consultations with the Nanking leaders regarding the problem of Canton's part in the Northern expedition.

STRENGTHENING NORTHERN DEFENCES.

(*Wah Tsz Yat Pao.*)

SHANGHAI, March 27th.

On receiving information that the Southerners are fully prepared to launch an attack on the Shantung defence line on the Southern Shantung border, General Chang Tsung Chang immediately gave orders that an engineering corps should lay a network of mines in the vicinity of Huengchiachang, Southern Shantung.

LIANG HU REHABILITATION CONFERENCE.

(*Wah Tsz Yat Pao.*)

SHANGHAI, March 27th.

In the second meeting of the Rehabilitation Conference of Hunan and Hupeh, General Cheng Chien urged that all army corps in these two provinces should co-operate closely in accelerating the Northern expedition.

TROOPS FOR THE NORTHERN FRONT?

[NAVAL WIRELESS.]

KIUKIANG, March 26th.

About 2,000 troops, with artillery and horses, are embarking on two ships of the China Merchants' Steam Navigation Company. It is reported that their destination is the Northern Front.

LONG DISTANCE FLIGHTS.

WIRELESS IMPRACTICABLE.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 26th.

Sir Samuel Hoare, the Secretary for Air, was asked in Parliament whether he would consider the introduction of legislation making it compulsory for all aeroplanes taking off from Great Britain with the object of flying any distance exceeding 1,000 miles, to be equipped with wireless, and to carry satisfactory life-saving apparatus.

Sir Samuel Hoare replied that, as at present advised, he did not think it desirable to take powers to assume such far-reaching control over private aircraft.

Any such regulations would be beset with peculiar difficulties and would be hardly likely to achieve their object. Neither Colonel Lindbergh nor Captain Hinkler carried wireless, and their flights would have been impracticable had they been required to do so.

BRAZIL'S NAVAL RECONSTRUCTION.

CARRIED OUT BY U.S. NAVY DEPARTMENT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 26th.

The Brazilian Government has paid the United States Navy Department $4,113,000 for the reconstruction of the Brazilian battleships, *Minasgeraes* and *San Paulo*.

SECOND ONLY TO LINDBERGH.

HIGH HONOUR FOR MUSSOLINI!

[REUTER'S AMERICAN SERVICE.]

NEWHAVEN, March 26th.

The Yale University Seniors in a vote on "The biggest man in the world" awarded first place to Colonel Charles Lindbergh, the famous aviator, with Signor Mussolini, Il Duce, running him a close second.

The undergraduates by 143 to 114 passed a resolution to the effect that prohibition was harmful to College life.

MORE RECORDS BROKEN.

NEW YORK STOCK MARKET FRENZY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 26th.

Another day of frenzied dealing on the Stock Market ended in all records being broken. Over 4,250,000 shares changed hands in the course of the amazing day.

General Motors soared to a new peak price of 193, while there were numerous other substantial increases interspersed with a few considerable declines.

Rails came quickly into prominence, New York and Pennsylvania reaching the best prices in their history.

THE ANGLO-EGYPTIAN TREATY.

CANADA'S ATTITUDE SUGGESTED.

DISAPPROVAL OF MILITARY ALLIANCES.

[THROUGH REUTER'S AGENCY.]

OTTAWA, March 27th.

The first intimation of Canada's attitude towards the rejected Anglo-Egyptian treaty has been given by the Prime Minister.

Mr. Mackenzie-King, when asked whether Canada would adhere to the Treaty, replied that as it contemplated military alliances he did not believe that the Canadian Parliament would approve.

ARMS FOR CHINA.

SOVIET REFUSES TO PLACE A BAN.

NO PERSECUTION OF CHINESE.

[THROUGH REUTER'S AGENCY.]

MOSCOW, March 26th.

The Soviet Government, replying to the Japanese proposal that the Soviet should join in the decision by the other Powers as regards banning the import of arms into China, says that this is a matter exclusively within the competence of the Government of China.

The Soviet Government, says the reply, has always avoided concluding an agreement with any Power at the expense of a third party without the latter's participation.

Special Rights.

Hence, the Soviet Government refuses to join in the agreement, more especially as some of the Powers are enjoying special rights in China and can practically import arms into China in an uncontrolled manner and are able to keep troops and a fleet there.

The Soviet reiterates that it has no intention of importing arms into China.

No Persecution.

The Soviet Foreign Commissary has handed the Chinese Charge d'Affaires a Note replying to the recent complaints with regard to the alleged persecution of Chinese citizens in Soviet territory in the Far East.

The Note declares that Chinese living in Soviet territory enjoy equal rights with those of other foreign Powers, and they have never been subjected to persecution.

Measures of repression have, however, been taken with regard to criminal elements unlawfully passing the frontier and speculating in foreign currency; also against smugglers and owners of opium-smoking and other prohibited dens.

WOMEN'S LEAGUE APPEAL.

SUPPORT FOR SOVIET DISARMAMENT.

[THROUGH REUTER'S AGENCY.]

GENEVA, March 26th.

The Executive Committee of the Women's International League of Peace and Freedom has addressed a letter to Sir Austen Chamberlain, Dr. Benes, and Count Bernstorff drawing attention to the devastating effects of the import of arms and ammunition to China, and appealing to them to use their influence to suppress the traffic.

The Committee also expresses indignation at the refusal of certain Governments to ratify the eight-hours working day Convention, and recommends that active propaganda be undertaken in favour of early ratification of the Convention.

The women also urge that full support should be given to the Soviet proposals for complete disarmament.

MEXICO DEPRIVED OF ALCOHOL.

PRESIDENTIAL CANDIDATE'S PROPOSAL.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, March 27th.

General Obregon, the sole candidate for the Mexican Presidency, has proposed the prohibition of alcohol in Mexico.

AMERICAN NAVAL MONSTER.

DIFFICULTIES IN PANAMA CANAL.

[REUTER'S AMERICAN SERVICE.]

BALBOA, March 28th.

The giant aircraft-carrier, the U.S.S. *Lexington*, has arrived at Balboa having traversed the Panama Canal. The journey took twelve hours, considerable difficulty being experienced.

Several heavy concrete lamp-posts and the strong guard-rail beside some of the locks were demolished by the warship, whose sides, owing to her enormous size, were very badly scraped.

LONDON ARMS PLOT.

3 IRISHMEN IMPLICATED.

WORKMAN THREATENED.

[THROUGH REUTER'S AGENCY.]

LONDON, March 27th.

Three Irishmen, Michael O'Flanagan, Laurence Godfrey and Michael Burke, who were arrested on March 21st, were sentenced at Marlborough Street Police Court for having in their possession firearms.

The arrest was due to to a workman seeing a parcel drop from a motor van which was crossing Westminster Bridge. He called to the driver of the van who stopped. The workman saw that the parcel parcel contained revolvers.

The driver threatened the workman with a revolver and told him "to hop it," but the workman informed the police, who discovered that there was a conspiracy afoot for smuggling revolvers by Irishmen.

There were a number of dumps in London, but the gang have now been dispersed.

MINERS OUT OF WORK.

THE QUESTION OF EMPLOYMENT.

GOVERNMENT TAKING STEPS.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 26th.

In the House of Commons to-day, Mr. Ramsay MacDonald, the Labour leader, raised the question of distress in the mining areas of South Wales.

Mr. Neville Chamberlain, the Minister of Health, replying, said he found confidence in South Wales among miners, mine-owners and managers that in due course of time the situation would recover and the coal industry of South Wales would regain at any rate a large measure of its former prosperity.

While that might be true of the industry as a whole, he agreed that in certain particular districts there could be no such hope.

A Big Surplus.

One had to recognise that there might be a number of men estimated at some 200,000 who were unlikely to find permanent employment in the mining industry again.

That was the situation; which, as far as he knew, in our time, was unprecedented, and it was one which might call for exceptional measures.

The Government would not be deterred from taking such exceptional measures.

If there were large numbers of miners who could no longer find employment, obviously it would be a great mistake to take measures, the effect of which would be still to tie them down to places where they could not earn their own livings.

Other Means Of Support.

The problem resolved itself into one of transference from a place where there was no work for them, to places where there was work.

Difficulty about the transference of these people was that they were miners. The Government were, however, taking steps to give them training in order to make it more easy for them to embark upon other means of support.

DOUBLE SHOOTING SENSATION.

DUTCH BUSINESS LADY WOUNDED.

HUSBAND SHOT DEAD.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, March 26th.

A great sensation has been caused in Stock Exchange and society circles by the news that Madame Van Eeghen, a niece of Sir Henri Deterding, the Director-General of the Royal Petroleum Company, and closely connected with the Shell Company, has been found at her home with a bullet wound in the head.

Her husband was found lying dead with a revolver shot wound in his body.

Madame Van Eeghen, who was the only woman member of the Stock Exchange, was still living. The bullet has been extracted but her condition is critical. Her husband was a prominent rubber merchant.

WOMAN'S WISH TO FLY ATLANTIC.

STORY OF OFFER TO CAPT. HINCHLIFFE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 26th.

Miss Mabel Boll, who recently flew non-stop with Levine to Havana, and who has already offered several airmen large sums to take her as passenger on a Transatlantic flight, declares that she offered Captain Hinchliffe G.$25,000 to pilot her Transatlantic flight.

Captain Hinchliffe in a letter refused the offer, and said that he knew he could get $50,000 for such a flight.

STANDARD OIL REFINERIES.

TAKEN OVER BY SPAIN.

NO COMPENSATION FOR LOSS OF TRADE.

[THROUGH REUTER'S AGENCY.]

MADRID, March 27th.

The Cabinet have adopted the report of the Commission charged with valuing the petroleum refineries, belonging to the Standard Oil Company, which have been taken over by Government monopoly. The valuers assess these refineries at Pesetas 20,000,000.

The Standard Oil Company have made a request for compensation for the ending of their trade, but this request has been rejected.

COMMISSION FOR AUSTRALIA.

IMMIGRATION AND DEVELOPMENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 26th.

Lt.-Col. L. C. M. S. Amery, the Secretary for the Dominions, announced in the House of Commons that, at the request of the Government of the Commonwealth of Australia, arrangements had now been made for a Commission consisting of Sir Henry McGowan, Sir Hugo Hirst, Sir Ernest Clarke and Mr. Dougal Malcolm to leave for Australia in August.

The terms of reference were to confer with the Commonwealth and the States Governments on the development of migration and with leaders of industry and commerce in Australia on the development of Australian resources, and on any other matters of mutual economic interest to Great Britain and the Commonwealth which would tend to the promotion of trade between the two countries and an increase of settlement in Australia.

Sir Harry McGowan is Chairman of the Nobel Industries, Sir Hugo Hirst is Chairman of the General Electric Company, and Mr. Malcolm is a Director of the British South Africa Company.

SOUTH AFRICA'S ATTITUDE.

DEMANDS RIGHT TO REMAIN NEUTRAL.

BREACH OF FAITH TO EXERCISE IT.

[THROUGH REUTER'S AGENCY.]

CAPE TOWN, March 26th.

A pleasant tone prevailed when the Assembly continued the debate on the report of the Imperial Conference.

Mr. Hertzog, replying to General Smuts, who on the 15th spoke feelingly on support of Great Britain, declared that he merely desired to emphasise that South Africa had the right to remain neutral in the event of Britain going to war.

He was, however, prepared to admit that a state of neutrality would be a flagrant breach of faith.

On the basis of full national independence, the Dutch-speaking population would support Empire co-operation as strongly as the English-speaking population.

The had hitherto failed to do so because before the Imperial Conference made its report, the word Empire conveyed a meaning of a super-State and super-Authority. Nothing could be more fatal to Empire co-operation than the resurrection of the conviction that the Empire was inconsistent with Dominion independence.

At the conclusion of Mr. Hertzog's speech, the motion before the House for ratification of the Report of the Imperial Conference was carried unanimously.

EAGER RECEPTION FOR LOAN.

COLUMBIA ISSUE OVER-SUBSCRIBED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 26th.

The issue of $35,000,000 of Republic of Columbia 6 per cent. Sinking Fund Bonds, redeemable in 1961, and offered by an international syndicate at 95½, was heavily over-subscribed.

ARTIFICIAL SILK PROFITS.

GERMAN COMPANY EXTENDING.

[THROUGH REUTER'S AGENCY.]

ELBERFELD, March 26th.

The Board of the Vereingte Glanztorff has decided to propose a dividend of 18 per cent. as compared with 15 per cent. last year, and also that the ordinary share capital be increased by 15,000,000 marks to 75,000,000 marks.

Shareholders will be asked to sanction the acquisition of artificial silk works at Kelsterbach.

MAYOR THOMPSON'S OPPONENTS.

BOMBS IN POLITICIANS' HOMES.

HOUSES BADLY DAMAGED.

[REUTER'S AMERICAN SERVICE.]

CHICAGO, March 27th.

Two bombs exploded last night in the homes of politicians, Senator Deneen and Judge Swanson. Their houses were badly damaged.

There have been four previous bombing outrages upon the houses of officials but these are the first attacks on persons who are openly opposing Mayor Thompson.

OBITUARY.

NANKING EX-CONSUL-GENERAL DEAD.

A Reuter message received yesterday morning announces the death of Mr. Bertram Giles, C.M.G., former British Consul General at Nanking.

Mr. Giles was the British Consul General at Nanking at the time of the outrages last year, and was wounded in the leg at the opening of the Southern occupation of the city, when General Cheng Chien made his entry on March 24th.

After Mr. Giles had been shot in the leg, he and his party took refuge in the Consulate strong room. Here they were later discovered during the looting of the Consulate, and were robbed and suffered many other indignities before being eventually rescued.

The late Mr. Giles was the son of the noted professor of Chinese at Cambridge University, Professor H. A. Giles. Born at Hankow on September 24th, 1874, he was educated at Liege, Feldkirch and Aberdeen, but returned to China as a Student Interpreter in 1894.

In the Diplomatic Service he spent his entire life in China, and while Assistant in the Mixed Court at Shanghai between 1902 and 1904, he married Miss Violet Jessie Gilmour, daughter of a well-known Shanghai resident.

Soon afterwards he was appointed Vice-Consul at Canton, later going to Foochow, Changsha and Tsinan. He acted as Consul in Nanking for seven years from 1914, when he was appointed Consul-General at Tsinan. Mr. Giles was the Senior British Delegate on the Joint Commission for the Rendition of Weihaiwei after which he was confirmed in the appointment of Consul-General at Nanking.

The late Mr. Giles retired a few months ago.

DEATH OF MUSICAL COMPOSER.

MR. LESLIE STUART.

[THROUGH REUTER'S AGENCY.]

LONDON, March 27th.

The death is announced of Mr. Leslie Stuart, the composer, among other things, of "the Belle of Mayfair," "Havana" and "Peggy." Mr. Stuart was also a well-known composer of songs, some of his better-known works perhaps being "Louisiana Lou," "The Bandolero," and "Trilby will be True."

Mr. Stuart was 62 years old at the time of his death. He started his musical career early in life, for at the age of 15 he received the appointment of Organist at St. John's Roman Catholic Cathedral, Salford. Later he moved to the Church of the Holy Name, Manchester, but for the last 30 years of his life, Mr. Stuart devoted himself entirely to composition.

INQUEST ON LIEUT. KINKEAD.

NO TRACE OF FUME POISONING.

[THROUGH REUTER'S AGENCY.]

LONDON, March 26th.

At the resumption of the inquest on Flight-Lieutenant Kinkead, who was killed at Calshot when on a practice flight prior to an attempt on the world's air speed record, it was certified that as the result of an analysis of the blood and of part of the lungs which were sent to Halton Laboratory, it was not thought possible that Kinkead suffered from the effects of vapour or fumes.

The blood tests were made to ascertain if tetraethyl lead or carbon monoxide were present, following suggestions made in some quarters that the shocking accident was due to the airman having been overcome by fumes from the special fuel he was using.

The report, which was signed by Wing Commander Whittingham, commanding the Royal Air Force Pathological Laboratory at Halton, said that there was no evidence of carbon monoxide and no lead or lead compound was found in the lung-tissues or the blood. It was therefore thought impossible that he could have been overcome by fumes.

The inquest was adjourned until April 20th.

[BRITISH WIRELESS SERVICE.]

The Coroner expressed the hope that by April 20th, evidence would be forthcoming as to whether the wrecked plane showed the cause of the accident.

TRANS-ATLANTIC ATTEMPT.

WAITING IN IRELAND.

SECRET DEPARTURE FROM GERMANY.

[THROUGH REUTER'S AGENCY.]

BERLIN, March 26th.

Captain Koehl, the famous German aviator, left in the Junkers monoplane "Bremen" to-day for Baldonnel, Ireland, preparatory to an attempt to fly the Atlantic.

Koehl is accompanied by Baron Von Huehnefeld as passenger and a mechanic named Spindler. The start for America will be made to-morrow.

The flight is a purely private one, the "Bremen" being owned by Baron Von Huehnefeld, who is the press agent for the North German Lloyd. Captain Koehl, is the famous Lufthansa pilot, who has a great reputation as an aerial navigator, and a splendid war record. He was twice shot down without serious injury.

An Earlier Attempt.

The "Bremen" is the identical machine on which Koehl and Von Huehnefeld abandoned a similar attempt last year. They left Dessau on August 15th, and after crossing Kingstown and heading out to sea, they met terrific gales. It would have been death to defy the heavy storms and they returned.

Captain Koehl describing their 22 hours' battle on that occasion with the elements said that the machine was twice out of control although the engines were working perfectly throughout.

LONDON, March 26th.

The German monoplane "Bremen" has arrived at Baldonnel.

[REUTER'S AMERICAN SERVICE.]

Secret Departures.

NEW YORK, March 26th.

The *Evening Post* announcing the departure of the "Bremen" for Ireland says that the start was kept a secret, even the airmen's closest friends being ignorant of the exact date of departure.

Baron Von Huehnefeld was afraid that the Government would interfere with the plans owing to the growing public sentiment against Transatlantic flights.

The "Bremen" deviated from the direct course to Ireland in order to drop flowers and a message on the ex-Kaiser's residence at Doorn, Holland.

[THROUGH REUTER'S AGENCY.]

No Support From Lufthansa.

BERLIN, March 26th.

Owing to differences with the management of the Lufthansa Company with regard to his flight, Captain Koehl resigned from the service of the company, which refused to support his venture.

The officials of the Lufthansa firm expressed the opinion that a Transatlantic flight was only possible with sea-planes fitted with at least three engines. The Company intends to attempt a flight with a giant Rohrbach machine sometime during the next few months.

Captain Koehl was most secretive with regard to his flight. He told his wife he was only going for a trial flight.

[REUTER'S AMERICAN SERVICE.]

Dangerous Weather.

NEW YORK, March 26th.

Doctor James Kimball, of the United States Weather Bureau, who is the unofficial starter of all Atlantic attempts, says that the German airmen, if they start now, will encounter the same low clouds and low temperatures as were experienced by the ill-fated Captain Hinchliffe.

There are no fierce storms in the Atlantic at present but 26 degrees of frost are reported at various points on the route which the aviators would be obliged to take.

AMERICAN UNEMPLOYMENT.

NOT AS GRAVE AS REPORTED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 26th.

Unemployment in the United States is admitted to be serious, but official circles declare that it is not so extensive or grave as has been reported.

Mr. Davis, the Secretary of Labour, has issued a statement in which he estimated the number of unemployed to be 1,874,000, which he compares with 23,849,000, who are working. He states that the shrinkage in employment since 1925 amounted to 7.4 per cent.

NORWEGIAN WHALING DISASTER.

GALE HAVOC IN WHITE SEA.

[THROUGH REUTER'S AGENCY.]

MOSCOW, March 26th.

Ten Norwegian whalers were lost in a recent gale in the White Sea, and Soviet life-boats sent to the rescue picked up about 45 members of the crews. The fate of the remainder is unknown.

LAWN TENNIS.

LUCAS AND STEVENSON WIN AGAIN.

FORMOSAN CHAMPION BEATS H. D. RUMJAHN.

An unexpected feature of the results of yesterday's matches in the Open Singles Championship of the Colony was the victory of T. Isomura over H. D. Rumjahn. The latter has met with consistent success in the last few Tournaments and was expected to win yesterday, but Isomura sprang a surprise on the Indian. The match, which went to five sets, was well fought out and Rumjahn had the lead up to the end of the fourth set. Isomura although a newcomer in the Championship there is an experienced exponent of the game, having won the Championship of Formosa a couple of years ago. He showed good fighting qualities by pulling up splendidly when two sets to one down. From the beginning of the fourth set, he played up strongly and completely beat Rumjahn in all departments of the game, winning the last two sets at 6-2, 6-1. His stamina stood him in good stead Rumjahn did not produce his best form and missed many of the side line shots that he is noted for. He also weakened considerably towards the end. Isomura now meets T. Honda in the fourth round, the winner to enter the semi-final.

Honda Wins Easily.

Honda appeared in the same event yesterday against Chong Tuck Wing, the left hander from the University, and won in straight sets. The ex-champion had control of the game throughout and kept his opponent on the run from one side of the court to the other near the baseline. On the whole Chong put up a creditable performance and surprised the Japanese champion by scoring an "ace" occasionally.

As expected the meeting between Ho Ka Lau and the Rev. F. P. W. Alexander in the Open Singles produced some fast play. The match opened at a terrific pace and the players engaged each other in some lively baseline duels of which the Scottish player had the better and he won the first set comfortably, but the pace told on him quickly. Ho Ka Lau began to change his tactics in the second set and mixed his shots very cleverly. The padre gave Ho a run in the second set but he was gradually worn down and the Chinese player secured the two following sets for the loss of one game only. Ho Ka Lau meets the winner of Ng Sze Kwong v. J. M. da Silva in the fourth round for the right to enter the semi-final.

Lucas And Stevenson.

Major Lucas and Major Stevenson gave a convincing exhibition yesterday against Cassumbhoy and Razack whom they beat in straight sets in the second round of the Open Doubles Championship of the Colony. The former gave a particularly forceful performance and perplexed his youthful opponents by his nasty reverse service and deadly overhead work. He was well backed up by his partner. The pair play with good understanding and should be able to make a good bid for ultimate honours. They now meet the winners of F. J. Remedios and J. Silva v. Y. Sajiki and T. Isomura in the third round.

Razack and Cassumbhoy were not, however, outclassed yesterday. The latter especially brought off many fine chops and if Razack had given him better support, the pair might have won a set.

G. C. Grove did very well to beat R. M. Henderson in the Club Singles by two sets to love and thus qualified to meet Major W. B. Stevenson in the semi-final. Several other ties were also decided in the handicap events.

The results of yesterday's matches were as follows:—

Club Singles.

T. Honda beat Chong Tuck Wing, 6-4, 7-5, 6-2.

T. Isomura beat H. D. Rumjahn, 4-6, 6-3, 4-6, 6-2, 6-1.

Ho Ka Lau beat Rev. F. P. W. Alexander, 2-6, 6-4, 6-0, 6-1.

Open Doubles.

Major W. B. Stevenson and Major R. H. Lucas beat I. M. A. Cassumbhoy and I. M. A. Razack, 6-2, 6-4, 6-4.

Club Singles.

G. C. Grove beat R. M. Henderson, 6-3, 6-4.

Handicap Doubles.

Dr. Aubrey and G. W. Sewell (owe 3/6) beat Dr. C. H. Burton and G. Rankin (rec. 15/1), 6-4, 6-1.

(*Continued on next Column*).

HOME FOOTBALL.

HUDDERSFIELD AND SHEFFIELD DRAW AGAIN.

F.A. CUP SEMI-FINAL.

Huddersfield and Sheffield United had a hot contest on Monday in the semi-final of the Football Association Cup and again failed to reach a decision. On Saturday each side scored two goals.

Another replay will be necessary to decide who is to meet Blackburn Rovers in the final on April 21st.

League Matches.

Three League matches were also played. Results follow:

[THROUGH REUTER'S AGENCY.]

LONDON, March 26th.

Replaying to-day in the F.A. Cup semi-final, at Everton, Huddersfield and Sheffield United drew after extra time. Neither side scored.

ENGLISH LEAGUE.

Division II.

Fulham 0, Hull 2.

Division III. (Southern).

Charlton 1, Southend 2.

Division III. (Northern).

Halifax 1, Southport 0.

LOCAL FOOTBALL.

TO-DAY'S GAMES.

The following games are scheduled to be played to-day:—

Hong Kong League: Div. I.

Club de Recreio v. Queen's Regt., at King's Park ground. Kick off, 4.45 p.m. Referee: Mr. Baldwin.

R.A. v. Hong Kong Club, at Sookunpoo ground. Kick off, 4.45 p.m. Referee: Mr. Smith.

The Division I. game arranged between Kowloon F.C. and China Athletic to be played on the Kowloon F.C. ground yesterday, was not played, the Athletic could not raise a team.

BASEBALL.

FILIPINOS v. "PITTSBURG."

ADMIRAL AND CONSUL-GENERAL TO ATTEND.

[BY HONOLULU KID.]

The local Filipino Baseball Club have selected a strong nine to play the team from the U.S.S. *Pittsburg* this afternoon at 4.30 p.m. at Caroline Hill.

From the line-up which has been sent in, I am inclined to think that the local team will give the visitors a good run for their money. The players to represent the Filipino this afternoon are about the best they could muster.

It is understood that Admiral Bristol, commanding the U.S. Asiatic Squadron, and Mr. R. C. Tredwell, the United States Consul-General for Hong Kong, will be present at the game. The band from the U.S.S. *Pittsburg* will be in attendance.

The line up for the Filipinos will be: T. Leonard 2b.; Rull lf.; Curreem c.s.; Zafra 1b.; Ryan c.; Chang 3b.; Bautista p.; D. Leonard c.f.; Fernandez r.f. Substitutes: Sancho, Cruz and Malig.

W. M. Lyons and J. D. H. Crawford (rec. 3/6) beat Dr. D. J. Valentine and R. K. Valentine (owe 3/6), 6-8, 6-2, 6-3.

A. B. Raworth and A. D. Humphreys (owe 5/6) beat W. B. Cornaby and A. Piercy (rec. 2/6), 7-5, 6-2.

Mixed Doubles.

Lt.-Col. and Mrs. Wyatt (rec. 5/6) beat Mr. and Mrs. T. G. Bennett (rec. 15/1), 6-2, 6-2.

TO-DAY' MATCHES.

Open Singles.

S. A. Rumjahn v. Yew Man Kit.

Open Doubles.

R. Handcock and Dr. R. E. Tottenham v. S. A. Hussain and S. S. Hussain.

Ng Sze Kwong and Ng Sze Cheung v. Lee Won Tsoi and Lee Wai Tsoi.

K. T. Sun and Chong Tuck Wing v. E. C. Fincher and E. F. Fincher.

F. J. Remedios and J. M. da Silva v. T. Sajiki and T. Isomura.

T. Fujieda and Y. Hachiuma v. E. da Sousa and A. V. Remedios.

Handicap Singles.

W. D. Fiddes Wilson (rec. 5/6) v. O. O. Womack (rec. 5/6).

Rev. F. P. W. Alexander (owe 3/6) v. Lt.-Col. F. J. Wyatt (rec. 15).

Mixed Doubles.

Dr. and Mrs. J. R. Craig (rec. 15/1) v. Mr. and Mrs. C. C. Stark (rec. 2/6).

PRIZE DISTRIBUTION AT LUSITANO CLUB.

ENJOYABLE CONCERT.

DINNER FOR SHANGHAI PLAYERS.

A very enjoyable concert was held after the dinner in honour of the Shanghai Interport Billiard players, at the Lusitano Club last night. There were about sixty present at the dinner, and speeches were made by the President of the Club, the Shanghai Captain, Mr. G. M. P. Remedios, who was thanked in return by the local Captain Mr. A. J. Osmund. The Portuguese Consul, Senhor Cerveira de Albaquerque e Castro, also spoke.

The concert was well attended and the items were particularly well given, the "Water Melon" Minstrels were in exceedingly good form and a duet given by Messrs. Sequeira and D'Aquino received the full measure of applause.

During interval the prizes were distributed by the Portuguese Consul.

The items on the programme were:—

1. Sociadade Philarmonica, selection.
2. Duet—by Messrs. Sequeria and D'Aquino.
3. Cornet Solo—by "Young" Sequeria.
4. Comic Songs—by E. Sousa.
5. Selection by Orchestra of Socidade Philarmonica.
6. Shanghai Players—Own written song. "Shanghai."
7. The "Water Melon" Minstrels.

WHY I BELIEVE IN DIVORCE

A PLEA FOR GRANTING IT BY "MUTUAL CONSENT."

[BY A MODERN GIRL.]

Divorce is, at the moment, a subject very much in the public mind and there are very few subjects which cause such a burning difference of opinion.

On one side there are those stout supporters of morality and existing customs, the "what is good enough for my father" and the "appalling casualness of the modern generation" type—the kind of people who probably made the same sort of fuss over the abolition of the pillory and the whipping-post. On the other, there are those who are all for the removal of all restrictions and who object strongly to law and order on the ground that they cramp one's individuality.

But surely there must be a large section of ordinary, sober-minded people who, without wishing to encourage immorality, do realise that our present system is very heavy and cumbersome and that we are in this case somewhat behind the times? I would not instance America, which always provokes a storm of criticism, but countries such as Holland, where the parties who wish to dissolve the marriage simply come before the judge and are parted with as little ceremony as if they were being married at a register office. Surely this is a much better way than the cumbersome proceedings, the heavy fees, and the unsavoury evidence of our existing divorce courts.

* * *

Marriage need hardly be regarded as a penalisation. We have reached a fairly advanced stage of civilisation; surely we are able to exercise our privilege of free will? The laws are there to protect the community against the individual, not to protect the individual against himself. If a servant does not like his master, if a business man comes to loggerheads with his partner, they can part. It is only husband and wife, living in the closest intimacy, forced to see each other daily, who must go on fraying each other's nerves with no remedy except one from which all sensitive people must necessarily shrink.

I do not wish to touch so fully on the other side of the question—on the cases where only one of the parties wishes to break the contract. Besides, the present laws are much easier for these than for those people who, without either being involved with a third party, wish to end their marriage by mutual consent.

Of course the great objection always made against divorce is the difficulty of providing satisfactorily for the children. But surely it cannot be very much worse for them to know that their parents live apart than to see those same parents in an atmosphere of antagonism, continually quarrelling with each other, and probably venting their tempers on their children.

Moreover, if the unpleasant side of divorce were done away with, if it were not regarded with horrible curiosity and the unappetising mystery with which it is nowadays sometimes associated, it would do them, both socially and morally, only a fraction of the harm it does at present.

ETHYL PETROL TESTS.

IMPORTANT DATA ON EXHAUST GAS.

TRIALS ARRANGED IN ENGLAND.

LONDON, Feb. 6th.

The comprehensive test of ethyl petrol, the new and much-discussed motor fuel, which *The Daily Mail* is carrying out in the interest of hundreds of thousands of motorists and of the public generally has reached an advanced stage.

Data of the highest importance have been obtained as a result of the prolonged and scientific exhaust gas analyses made by the Research Association of British Motor and Allied Manufacturers. These will be incorporated in a report to be published in these columns next week.

Cars And Health.

The investigations will provide motorists and health authorities with authentic and unbiased information on the following points:

1.—The behaviour of motor-cars and motor-cycles run on ethyl petrol.

2.—Its effect, if any, on engines and their components.

3.—Whether any precautions are necessary in handling ethyl petrol either in the form in which it is sold or by garage hands when carrying out repairs to cars in which ethyl is used.

4.—Are the fumes from this fuel likely to be harmful to those who inhale them?

Two motor-cars, a medium-powered vehicle and a small family car of the popular type, and a solo motor-cycle with an air-cooled engine are undergoing road trials, the medium-powered car 5,000 miles and the other vehicles 3,000. All are being run on ethyl petrol bought from dealers in sealed cans.

Last night the medium-powered car had covered 3,020 miles, the small car 1,730, and the motor-cycle 1,241 miles.

Examination Of Engines.

When they have finished their road trials the engines will be dismantled and examined by the Research Association of British Motor and Allied Manufacturers, which was founded under the auspices of the Government Department of Scientific and Industrial Research.

This association has evolved a special apparatus for analysing exhaust gases, a very delicate and highly scientific operation.

For this test two engines, a large six-cylinder unit and a small twin-cylinder engine, have been run for hour after hour in the laboratories at Chiswick pumping exhaust gases into this special appliance. Already information of immense value has been gained.

The association will also be responsible for examining the interior surfaces of the engines used in our road trials when these are complete. All surface deposits will be analysed.

From the data obtained by these tests the doctor in charge of the medical side of our investigations, who has made a special study of toxins, will form his opinions and issue a report for publication.

The information on which he bases his views will be made available for all medical men and health authorities. The mechanics who are assisting in carrying out the analyses and who handle the spirit are working under medical observation.

SLIMNESS CRAZE MENACE.

PERILS OF OVER-DIETING FOR GIRLS.

"The unnaturally slim woman will disappear for the reason that the brontausaurus vanished. Natural selection and the survival of the fittest."

This was the comment of a well-known doctor to-day. In the West End hospitals, where specialist after specialist was questioned by the *Evening Standard*, the same attitude was taken up—the craze for slimness is a menace to health.

"It is not natural for a woman or a man to reduce weight below the normal for their type," said a doctor at the Samaritan Free Hospital, Marylebone. "Few women are naturally slim; and fewer still keep slim after their early twenties."

A doctor at Queen Charlotte Hospital said: "One of the chief dangers of over-dieting is the damage caused to the nerves."

Woman Needs Nourishment.

"It is a tradition recognised even by women—and principally by women—that men are 'brutes that need feeding.' It is largely true. Battles are won and businesses run on that basis. But woman is an even more delicate creature than man. Nature has not yet evolved women—except for rare individual exceptions—who are more hardy as a race than men. Therefore, women should give even more care to their nourishment than men."

IS THE NAVY DOOMED?

SUPERCEDED BY AIRCRAFT!

DISTINGUISHED GENERAL'S VIEW.

[BY BRIG.-GENERAL P. R. C. GROVES, C.B., C.M.G., D.S.O.]

On the supposition that war, which history shows is a recurring phenomenon, may recur, Great Britain has spent a total of £116,000,000 on national defence during the financial year which is now ending.

The Service estimates for the new financial year are about to be discussed, and the urgent need for economy demands that these shall be reduced to the minimum necessary to provide adequate national security.

The object of this article is to show that both security and economy call for a redistribution of our defence expenditure in favour of air power. The last report of the Committee of Imperial Defence, published in 1924, stated that:—

"While the menace from the air has greatly increased . . . the liability of the country to seaborne invasion has considerably diminished compared with pre-war standards."

The potential menace referred to is two-fold. First, it involves the risk, in the event of war, of a knock-out blow from the skies.

So great has been the development of air power on the Continent that, according to Sir Samuel Hoare, the air force of one State could now drop, within the first twenty-four hours of hostilities, a weight in bombs equivalent to the total weight (300 tons) dropped by German aircraft in Great Britain in the course of the whole war, and continue the process indefinitely.

Secondly, there is the risk of our seaborne food supplies being sunk by aircraft attack both in home waters and in port. An exhaustive series of tests carried out in American waters has proved that aircraft can easily sink surface craft.

The targets were ex-German warships, such as the *Ostfriesland*, obsolete American cruisers, such as *Virginia*, *New Jersey* and *Alabama*, and a number of smaller vessels. A few bombs sufficed to sink these ships, and, strange to say it was found that a "near miss" was even more effective than a direct hit.

The reason is that water is non-compressible; consequently the effect of a big under-water detonation close to a ship is to deliver a tremendous blow on the submerged portion of her hull, which is extremely vulnerable. A board of experts who reported on the results of the tests stated that:—

It will be difficult, if not impossible, to build any type of naval craft of sufficient strength to withstand the destructive forces that can be obtained with the largest bombs that airplanes may be able to carry from shore bases or sheltered harbours.

The largest bomb employed in these tests, which were carried out several years ago, weighed 2,000 lbs. Since then bombs weighing 4,000 lbs. have been dropped by aircraft.

But far more important than this increase in the size of the missiles is the development of a new accessory in air warfare which will greatly facilitate their use. This is the smoke screen. Aircraft can now swiftly create such screens, both horizontally and vertically, on an immense scale. Under cover of these they can approach surface craft and attack with bombs and torpedoes from point-blank range.

Some naval experts contend that deck armour and under-water "blisters" will enable warships to withstand such attacks; but many eminent naval architects disagree and endorse the above-quoted opinion of the American board of experts.

Be that as it may, certain it is that merchant ships would fall an easy prey to aircraft. They possess no protection either above or below the water-line; aircraft could, therefore, dispose of them very quickly in home waters, and a few "depth charge" bombs in crowded harbours would inevitably result in wholesale sinkings.

Anti-aircraft guns could not protect them, for the percentage of hits which can be obtained on aircraft is so small as to be almost negligible.

It is an established principle that the only effective means of defence against aircraft is aircraft. Hence, in order to guard against the dual menace of a knock-out blow from the skies and the destruction of our sea-borne food supplies, when they near the land, we must possess adequate air defence. Admittedly this, the primary essential, does not at present exist. Its provision has been subordinated to other requirements, which, however needful, are nevertheless obviously of secondary importance.

To sum up—air power, within its radius of action, which is constantly increasing, has supplanted sea power, as the key weapon in national defence.

Economy as well as security, for air force is the cheapest form of force, demands that this truth shall be recognised and given full weight in our defensive preparations.

BOXING

(Under the Auspices of Hong Kong Boxing Association).

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SATURDAY, 31st MARCH,

at 9.15 p.m.

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WATCH FOR PUBLISHED PROGRAMME.

BOOKING AT MOUTRIE'S

For Members of the Association:

Wednesday, 28th and Thursday, 29th March.

General Public:

Friday, 30th and Saturday, 31st March.

SENTENCES ON TWO SPIES.

COURT DECLINES TO REDUCE THEM.

CRITICISM OF LORD CHIEF JUSTICE NOT UPHELD.

LONDON, Feb. 28th.

Wilfred Francis Remington McCartney and Georg Hansen unsuccessfully appealed against their conviction at the Old Bailey and sentence to ten years' penal servitude passed on them by the Lord Chief Justice for offences against the Official Secrets Acts and for conspiracy.

Justices Avory, Horridge and Sankey heard the appeal.

It was stated during the trial that they were working for Russia.

Serjeant Sullivan, K.C., who argued McCartney's case, said while he was in custody awaiting trial McCartney communicated with his solicitor with reference to his defence. That letter was opened by a police officer and never reached the solicitor. But it was produced at the trial to prove his handwriting.

Such a thing, said Serjeant Sullivan, was a grave breach of the privileges of people who were awaiting trial.

Serjeant Sullivan then contended that the Lord Chief Justice failed adequately to put the defence before the jury in his summing up. He also argued that the sentence was unduly excessive. The services this young man rendered during the war seemed entirely to have been forgotten.

McCartney came into a great deal of money and became intemperate in his habits and got into bad company, but if the conviction was right the sentence on such a young man was, he contended, entirely beyond the requisites of what was required for the proper administration of justice.

Espionage Abroad.

Serjeant Sullivan was quoting sentences passed for espionage in other countries when Mr. Justice Avory interposed with the remark: "What is the good of quoting other cases when we know nothing about the circumstances of them?"

Serjeant Sullivan added that it would be an insult to the community in which we lived to draw a comparison as to what might happen in Russia in a similar case, but if they came to countries where the standard of civilisation approached ours they found that such offences were met with sentences of 3 years' imprisonment and fines of £25.

"Espionage does not vary," he added, "because it all amounts to an endeavour to ascertain what certain Government departments are doing, and when you cut out all the sentiment and resentment which is naturally felt against the act and forget the treachery and misconduct that is committed against one's country, the importance of the thing is grossly exaggerated.

Hansen's Case.

Mr. J. B. Melville, K.C., for Hansen, said this case was not quite the same as that of McCartney, because Hansen owed England no allegiance and had broken no faith with this country if he did spy upon her secrets. Indeed, his activities seemed to be extremely limited. Mr. Melville suggested that, in the circumstances, the sentence should be reduced.

The Attorney-General (Sir Douglas Hogg, K.C.), for the Crown, referring to the letter incident, said that early in the trial it became necessary to prove McCartney's handwriting. A police officer who had seen McCartney write a letter to his solicitor gave evidence about the handwriting, but the letter was never read nor exhibited to the jury. It was not delivered to the solicitor because, to save time, its contents were communicated by telephone to him.

The letter, merely informed the solicitor that he (McCartney) had been arrested and asked him to call at the gaol to see him.

Mr. Justice Avory said the Acts authorised, if necessary, the passing of a maximum sentence of 14 years' penal servitude. McCartney was a British subject who had been convicted of housebreaking, while Hansen was a German who without doubt took an active part in the conspiracy. There was no reason to differentiate between the men

(*Continued at foot of next column.*)

with respect to the sentences, and the appeals would be dismissed.

ANTI-AIRCRAFT DEFENCE.

BEING STUDIED BY THE NAVY AND ARMY.

HIGHLY CONFIDENTIAL WORK.

During the course of the present year senior naval officers are invited to attend various demonstrations of anti-aircraft defence which figure in the six hundred courses arranged for the Army. The subject is one in which the Navy is very actively interested. In the event of war it would naturally do its utmost to defend the country against attacks from the air. But it would also be called upon to defend itself. The bombing of the Dockyards and naval arsenals, and of fleets at anchor or in home ports, is one of the favourite themes of those who seek to impress us with the seriousness of the danger, and there is no gainsaying that it is a probability against which every possible precaution should be developed. It is rather difficult to judge as to the relative degree of progress which anti-aircraft defence has made during the past ten years. We have heard plenty about the development of the menace, but, for very good reasons, very little about the progress of the antidote. The war left a fertile legacy of experience upon which to work, and, although the air services of the various Powers have increased greatly since then, it is true to say that there has been practically no change in the methods of attack.

Principles of Aerial Attack.

Indeed, perhaps fortunately, the tactical possibilities of aerial warfare are very limited. An attacking force comes, it bombs, and it goes—if the defenders permit. The real problem lies in the very much bigger scale upon which air operations would be carried out in the event of war with a Power within aeroplane radius. If we were only called upon to concentrate on the defence of London, for instance, we could do this pretty effectively. But we have to be prepared, as far as possible, for bolts from the sky anywhere and everywhere. Objectives of military value are so numerous that the only question for the enemy would be to select the easiest and most accessible targets.

There are two broad principles of aerial defence. The first is to attack first; to make a "swoop" upon the known concentrations of enemy aircraft without waiting too punctiliously for formal declaration of war, but on the not unreasonable assumption that he will do the same thing, and that it is really a question of who will get there first. The second is by being able to meet an aerial attack with such a warm reception as to foil its deliberate purpose.—*Naval and Military Record.*

PROTECTION OF BANKS.

SUGGESTED ARMED GUARD FOR SOLITARY OFFICIALS.

The protection of bank officials, where only one man is employed, against such attacks as recently occurred at Ferryhill, Durham, has been informally discussed by the British Bankers' Association, and the executive committee of the Bank Officers' Guild will consider the question. One of the suggestions put forward is to have an ex-Serviceman, probably armed, at such branches.

Mr. J. R. Hannan, General Secretary of the Bank Officers' Guild, said: "We have stood for protection of bank clerks ever since the Bordon tragedy, when a cashier was murdered. We then raised the matter with the big banks. If I remember rightly, the jury at the Bordon inquest added a rider that proper safeguarding should be afforded in such cases. Nothing was achieved, however.

Lloyds Bank is stated to have sent round a questionnaire to their branch managers and the men employed in one-man offices asking what form of protection they would suggest.

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A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Taxi-cab Venture for Shanghai—Plan to regulate Honking in Manila—Easier Motor Driving—Rubber Replaces Springs on Auto—U.S. Auto Production Decreasing—Light Lorry Costs—One Hand Driving at 220 H.P.

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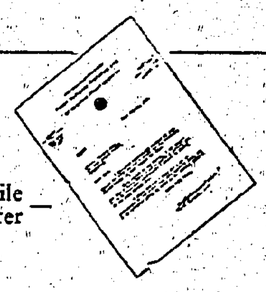
MORRIS

"With regard to the Cowley, I can assure you that I never want to drive anything better, and it is my intention immediately I arrive in Bombay to purchase another one.

I might mention I have had a lot of experience on the other side with American cars, but I am certainly going to swear by Mr. Morris's machine."



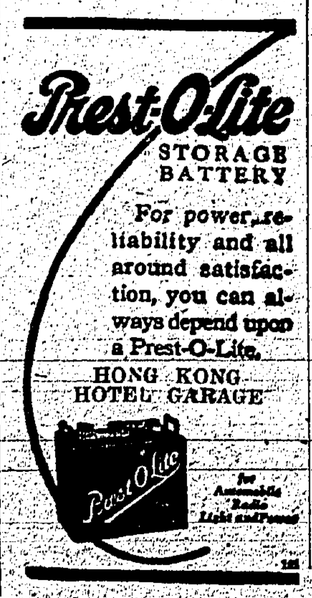
facsimile of letter

THE above letter addressed to a Morris Dealer by a gentleman *who has had wide motoring experience on both sides of the Atlantic* provides a very valuable hint to everyone about to buy a car.

THE HONG KONG HOTEL GARAGE,
25, QUEEN'S ROAD CENTRAL,
(THE HONG KONG AND SHANGHAI HOTELS, LTD)

INSURE YOUR MOTOR CARS WITH GILMAN'S

"OCEAN" COMPREHENSIVE POLICY. [106



MOTOR NOTES.

THE PACKARD PLANE MOTOR.

NEW YORK.

A bulletin issued by the National Aeronautical Association shows that the Packard 600-horsepower airplane motor ranks first as a holder of world's record.

It is credited with nine world's records, and the same motor used as a marine power plant holds a world's record for boats of any size or description for 150 miles. This engine is also officially credited with twenty American records.

PARKING BRAKE FOR FORD CARS.

DETROIT.

The Ford Motor Company issued the following announcement at Dearborn:

"To meet the technical requirements of a few States, the Ford Motor Company is planning to equip all new Ford cars and trucks with a separate parking brake. The brake is on the transmission shaft and is of the two-shoe contracting self-energizing type operated by a hand lever, which will be located in the centre of the car slightly forward of the gear shift.

"Provision also is being made to install it in cars and trucks not so equipped which already have been delivered to dealers, company employees and a few outsiders."

MORE CONVENIENT.

Disgusted Motorist: "Lend me a shoulder, will you?"

"Gosh, y'aint gonna try to push it clean to a garadge, be ye?"

"No, if I can get it just as far as that cliff, that's all I ask!"—*The Motor.*

TAKING THE HEAVY BURDEN FROM THE HORSE.

One still hears rumours in some quarters of a contemplated return to the employment of horsed transport in England for short-distance hauls and where the effects of traffic congestion are making themselves felt to a severe degree, but it is well-nigh impossible to discover authentic cases of returns so made; in fact, all figures relating to the employment of horses appear to show that their number is steadily decreasing.

A return to the use of horses for heavy haulage would be a retrograde step, one which, instead of relieving congestion, would merely serve to augment it into a condition of chaos almost impossible to conceive. It is the horse, noble animal though it is, which does so much to impede other and faster traffic and which because of its limitations should be banned from our busy thoroughfares and dock areas. In that event congestion would really be relieved to a considerable degree.

On the question of cost, says *The Commercial Motor*, we have yet to be convinced that the horse can compete with the power-propelled vehicle or tractor, even for comparatively short-distance work where waiting is not unreasonably long, and this applies particularly in the case of the small petrol tractor either hauling a trailer or equipped as a trailer-tractor six-wheeler. Such outfits can be operated at an extraordinarily low cost, particularly where one tractor is employed in conjunction with a number of trailers, so that one or two are always loading or unloading while the tractor is dealing with the transport side. This is known as the shuttle system and is being employed extensively.

STUFFY SALOONS.

The air space in a small four-seater saloon is none too great when all the seats are occupied; indeed, says *The Light Car and Cyclecar*, it is far less than would be tolerated by public authorities for any sort of inhabited building. The exhalations from the lungs and skin are not healthful and should not be confined too long in the surrounding atmosphere.

Then, under the bonnet, is the engine with its tendency to warm the interior of the car, and gases which creep into the body. As a consequence, the atmosphere, even if it does not become overpoweringly odorous, is highly vitiated. The results on children may be far-reaching, laying them open to the many juvenile complaints, such as mumps and measles, which are more or less endemic.

Moreover, the sudden emergence from the artificially warmed and polluted interior of a car into the cold atmosphere is not good for anyone. This is not to raise a scare, but only to state facts that any medical man can corroborate.

TAXI-CAB VENTURE FOR SHANGHAI.

FLEET OF FIFTY CABS.

PROMISED IN NEAR FUTURE.

Within the next two months the Shanghai public will have opportunity of utilizing the services of 50 taxi-cabs with meters. Three years ago a Hong Kong corporation attempted to introduce taxi-cabs into Shanghai, but failed. Now the Yellow Taxi Co., Federal Inc., proposes to place into service 50 vehicles, each absolutely new, and to provide means of transportation, cheaper and more efficient than ever before has been offered the Shanghai public. The cars will be the modern Citroëns.

Messrs. H. S. Honigsberg & Co., agents for the Citroën car in Shanghai, realizing the need for first class cars, which will not break down with tyre trouble and axle damages, and cars which will not rattle and jump is providing vehicles of first quality with a guaranteed service. It has obtained permission to establish a stand on the Bund and proposes to maintain other cars at the French Club so that a passenger may step from the club to the taxi. It is hoped to establish a service to and from other clubs and theatres.

Time The Charge Basis.

The service will differ from the usual conception of a taxi service in that cabs will not be available everywhere as in Western and Continental cities, but, owing to the traffic problem in Shanghai, will have to be obtained by telephone, excepting at prescribed places.

The company proposes to establish a system of fares, registering on the meter, not on a mileage basis, but on a time basis, with a minimum of $1 for 20 minutes. The fare for one hour will be lower than existing fares, it is announced. Other features, including the chit system and coupon books with a discount, have been favourably agreed upon.

When the service is fully established, the company proposes to pay particular attention to ships, and passengers may wireless from Woosung and order as many cars as desired.

A Comfortable Car.

An inspection of one of the cars showed that they have a roomy and comfortable rear seat, seating in an emergency three persons. All cars will be closed limousines. A novel feature is the arrangement for luggage. The door on the offside from the chauffeur may be hooked to the front fender and baggage may be piled in the space between chauffeur and door, a chain holding the parcels in place. Balloon tyres and stop lights are on each.

MOTORCYCLES FOR EVERYBODY.

We believe, says *Motor Cycling*, that the future before the motorcycle is immense, and that its possibilities have only just begun to be realized. Motorcycling will not be at its zenith in 1928; it is only on the verge of becoming truly popular. We look to the day when the motorcycle will be as universal as the bicycle in the homes of the people.

MOTORCYCLING IS NOT DANGEROUS!

Broken frames and forks, burst tyres, locked wheels and so forth at one time caused many motorcycle accidents. To-day scientific construction and general "controllability" make their number insignificant, says *Motor Cycling*. Similarly, such risks as fog, thunderstorms and gales against which airmen are ill-equipped to compete had their counterpart in the early days of motorcycling in narrow, steeply cambered, dusty and greasy roads, in unguarded cross-roads, in numerous blind corners and so forth which have now been made safe.

In consequence, a man on a motorcycle to-day has his well-being in his own hands. If there are readers who remain unconvinced let them go (or read about it if they cannot) to Brooklands, to the Isle of Man or to any other place where motorcycles are ridden really fast, where 60 m.p.h. is a snail's pace and yet where accidents are exceptionally rare occurrences. Let them, furthermore, study the history of the big reliability trials, nearly all of which for upwards of 20 years have been regularly held over terribly rough roads and tracks and yet which have seldom witnessed a more serious accident than a cut finger.

EASIER MOTOR DRIVING.

STANDARD CONTROLS.

MOVE BY MOTOR TRADERS.

For some time motorists have been wondering when car manufacturers in England would decide on a standard position for the controls, particularly with regard to the accelerator pedal, and now a lead has been given by the Society of Motor Manufacturers and Traders who represent the interests of the trade in England.

This body has just issued a recommendation that the accelerator pedal should be place on the right-hand side of the clutch and brake pedals, that is to say, on the offside of the car. They also recommend standard positions for the gears when a right-hand change is employed.

It has long been a source of complaint, and it is also asserted that it is a cause of danger, that the various foot pedals which control a car are not always placed in exactly the same order. As far as the brake and clutch are concerned, the position of these has been standardised by many years' custom, but the accelerator pedal, as it is really an interloper on the floor boards, has wandered from one place to another without ever finding a permanent resting home.

The accelerator pedal is a comparatively modern invention, for not so many years ago car engines were controlled by hand throttle alone, which was usually mounted on the steering wheel. When the little pedal appeared it was mounted in any convenient position on the floor boards, and to the present day makers are divided into two main schools, one of which places the pedal between the brake and clutch control, and the other in a line with them on the right-hand side.

The Wrong Pedal.

This practice often causes confusion. A motorist who has to drive more than one car or who has changed his model, may find the transposition of the pedal from one position to the other a source of danger. For instance, the driver who has been used to his accelerator in the middle, between the brake and the clutch, when he changes cars, might, in an emergency, stamp on the accelerator pedal in mistake for the brake with disastrous results.

Another opportunity for standardisation for the convenience of the motorist is that of the gear lever position in the gate for engaging the various gears. For example, in a right-hand change some cars have the first gear position on the inside forwards with the second straight back, the third through the gate forwards, and the fourth back on the outside. Others reverse the sequence, and any number of combinations are adopted, which only result in confusing the driver.

The Society of Motor Manufacturers and Traders, in addition to recommending a fixed position of the accelerator pedal, have therefore recommended in the case of right-hand changes for a three-speed gear box, that the first should be back on the inside, the second forward outside through the gate, and the third back outside. With a four-speed box the first should be inside forward, the second inside back, the third forward through the gate, and top back on the outside. It must be remembered that these *are only recommendations for the* guidance of the trade and cannot in any way be enforced.

There will be, of course, many dissentients, as motordom is about equally divided as regards its position of the accelerator. Speaking personally, I may say that I prefer an outside pedal for an ordinary touring car, but for racing purposes the central position has many advantages. With regard to the gear position, outside is best in my opinion for the top gear as this is the notch in which the lever is placed most of the time and the lever is then as far away as possible from the driver's leg.

The S.M.M.T. have made no recommendations with regard to central gear changes.—*London Morning Post Motoring Correspondent.*

RUBBER REPLACES SPRINGS ON AUTO.

IS LATEST INVENTION OF LAWSON ADAMS.

LONDON, March 17th.

A pleasure trip over the roughest country road, chuck holes at every six feet, minature mountains and valleys and nary a bounce or jolt, in an auto without springs!

The latest invention of W. Lawson Adams, British engineer, a set of two steel discs enclosing a rubber cushion, it is claimed will make such a trio possibly.

This device has one steel disc mounted on the frame of the automobile. Another disc similar to the first is connected to the end of the axle by a heavy steel arm. Both discs are toothed, the teeth meshing into similar teeth on a soft rubber cushion which fits in between the two discs when they are bolted together.

As the car passes over ruts or irregularities in the road, this rubber cushion absorbs the impact from the teeth of the two steel discs.

In a test over a water-worn, pot-holed road, a car equipped with these springs travelled 40 miles an hour in comparative ease.

THE POPULARITY OF DUNLOP

is due to the fact that the tyres have done and are doing all that is claimed for them. On the track or on the road they give complete satisfaction and will continue to do so. You can rely on what we say about Dunlop in our public announcements and prove it for yourself, if they are on the car you buy.

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A LETTER FROM HOME

about

The Austin Seven

10,000 Miles in 7 months;
Average 47½ miles per gallon;
13,000 miles to a set of tyres.

Why Ride in Rickshaws
when you can keep an Austin "7"?

Please call in to-day and get full particulars of this wonderful little car and its bigger brothers.

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Prince's Building and 1a, Chater Road,
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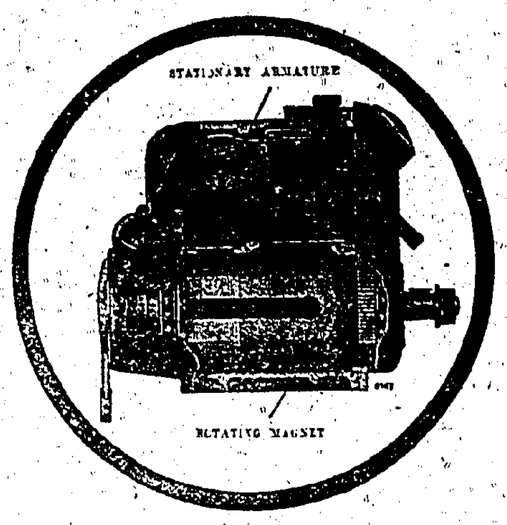
PRINCIPLE OF THE

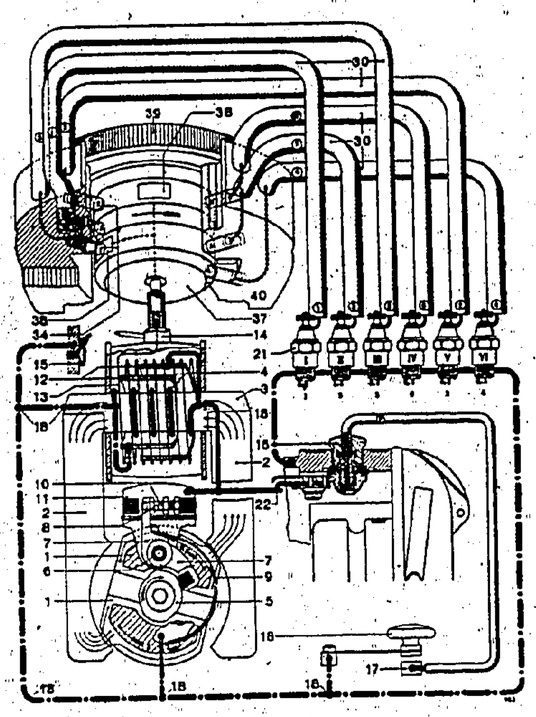
SCINTILLA

MAGNETO



Based on an entirely new principle of design and construction, the SCINTILLA Magneto offers the Motor Industry the finest ignition system engineering science has ever produced. Its *permanent magnet*, the most robust part in any magneto, *rotates*. The *delicate parts*, such as the contact breaker with its contact points and the armature, are *stationary*.

The characteristic of the SCINTILLA Magneto lies therefore in the complete inversion of the systems hitherto known, and the numerous advantages of this magneto must be realized.



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ALL MODELS & SIZES

SINGLE CYLINDER TO 12 CYLINDER
H.K. $65.00 to H.K. $155.00

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25, QUEEN'S ROAD CENTRAL
(THE HONG KONG AND SHANGHAI HOTELS, LTD.)

SHANGHAI MANSION ON FIRE.

SERIOUS DAMAGE TO MRS. EDWARD EZRA'S RESIDENCE.

SHANGHAI, March 22nd.

The house of Mrs. Edward Ezra, situated on Avenue Joffre, on the premises commonly known as the Edward Ezra Estate, was severely damaged by fire and water yesterday afternoon, the resulting damage being estimated at Tls. 10,000. The house is occupied by Mrs. Ezra, her two sons, Messrs. Theodore and Arthur Sopher and Miss Sopher. Prompt action by the French Fire Brigade prevented the spread of the flames, but water seeped through the floor and down the staircase to the ground floor rooms, being two inches deep several hours later. Considerable clothing and some furs, in addition to furniture and fittings were damaged by water.

(Continued at foot of next column.)

The fire appears to have originated in a small boiler room in the attic.

While at tiffin Mr. Sopher's attention was drawn to the excitement of the servants, who finally explained that an accident had taken place. Those present informed the Fire Brigade, who were on the scene within two minutes.—*North China Daily News.*

HARBIN'S FLOOD OF IMMIGRANTS.

HARBIN, March 10th.

The annual flow of immigrants from Central China to Northern Manchuria has begun and every day from 1,000 to 2,000 are arriving. In a couple of weeks it is expected that this number will increase to over 4,000 per day and the authorities will have their hands full attending to such a number.

Foreigners out of work are not recommended to come to Harbin, as there is no work for them and at present there are enough stranded ones in the town.

MOTORING NOTES (CONTD.)

ONE-HAND DRIVING AT 220 M.P.H.

CAPTAIN CAMPBELL'S STORY OF HIS ESCAPE.

STRICKEN WITH TERROR AT MOMENT OF VICTORY.

A copy to hand of an English paper gives a graphic account of Captain Campbell's record breaking speed run which nearly ended in disaster. He says:

"For a moment, when I struck a bad bump, I thought I was gone. I bounced half-way out of the car, but I managed to hold on and keep the car on its course."

Captain Campbell thus described the critical period after he had established the record.

"If I had skidded," he went on, "it would have been all over, for the Bluebird would have been on top of a crowd of spectators standing a quarter of a mile away in less than four seconds.

"I plan to stand by for the present and await a better beach before determining whether I will attempt setting a higher record. If Mr. Lockhart sets a new record, I shall most certainly try again."

U.S. Praise.

Following his remarkable achievement Captain Campbell was present at a dinner when the mechanics who helped in the preparations for his record breaking feat gathered to pay him honour.

"The mechanics were more keyed up over the race than I was," Captain Campbell said.

The famous British motorist's accomplishment was greeted to-day with enthusiasm and praise from motoring circles all over the United States.

The decisiveness of his achievement leaves no room for doubt, and the fact that he attained the unprecedented speed against a heavy head wind adds to his triumph.

The American contender, Frank Lockhart, who was the first to congratulate Captain Campbell when he brought his massive car to a stop after the run, said to-day that if the beach conditions allow him he will attempt to break the Bluebird's record to-day or to-morrow.

Captain Campbell believes that with smoother sands and a more favourable wind he can achieve considerably greater speed.—*International News Service.*

Ethyl petrol was used by Capt. Campbell in this great triumph.

With One Hand.

Captain Campbell (cables *Reuter's* correspondent) was driving at a speed of 220 miles an hour when he completed the course just before his mishap.

"As I went up the wind struck my head and blew my goggles over my eyes so that I could scarcely see," he said.

"However, I managed with one hand to hold the wheel and with the other to right the goggles."

Concerning the drive in which he established the record, Captain Campbell said:—

"I did not have my machine opened up at any time during the trial. When I entered the official mile stretch, after taking a four-mile start, my machine had not even started to pick up well, and it did not begin to pick up until I had covered half the mile. Just before I crossed the final wire I glanced at my instruments, and saw that I was making 220 miles an hour."

Mrs. Campbell, who was watching the run from the grand stand, gasped audibly when she saw her husband's car strike a bump, and covered her face with her hands. Fearing that a serious accident had happened she did not look up until friends told her that Captain Campbell had completed his test safely.

Captain Campbell was forced to decrease from the maximum speed he attained on account of the roughness of the beach.

He declares himself confident of reaching 225 miles per hour.

The previous record was held by Major H. O. D. Segrave, with 203.79 miles an hour, which was set up on the same beach last year.

All British Car.

Mr. J. M. White, whose three-engined 1600-h.p. Triplex, the most powerful car ever built, was disqualified from the contest because it lacked transmission and reverse gears, now announces that he *intends to reconstruct his car to conform with the requirements.*

This introduces again a third competitor in a contest which had become a straight one between Captain Campbell and Mr. Lockhart.

Mr. Lockhart's car, according to Captain Campbell, is capable of developing 400 h.p. Yet it weighs only 26 cwt.

Captain Campbell's car, the Bluebird, is fitted with an engine of the same type as that used in the aeroplane piloted by Flight-lieutenant Webster in his victorious race for the Schneider Trophy.

The machine, with a Napier engine, is British throughout, and weighs 2½ tons.

(Continued at foot of next column.)

Vindication Of The 40's.

The fact that Captain Campbell is 44 years of age is being quoted as a wonderful answer to the "too old at forty" theory.

Motorists are amazed that he should have retained control after hitting the sand bump. "The lay mind," said an expert, "cannot visualise such a stupendous speed. Only a quick-thinking and quick-acting man could have avoided disaster."

PLAN TO REGULATE HONKING IN MANILA.

PROPOSED ORDINANCE SUBMITTED TO MUNICIPAL BOARD.

MANILA.

Colonel John Green, chief of police, has submitted a proposed measure to the city board, intended to regulate the blowing of automobile horns or whistles in Manila. The measure reads as follows:

"Sec. 1. No persons operating a motor vehicle shall blow an automobile horn or whistle while passing a public or private hospital; provided, that the said hospital is not on the intersection of two streets.

"Sec. 2. No persons operating a motor vehicle shall blow unnecessarily an automobile horn or whistle while the vehicle is parked in any street or public place to the annoyance of other persons, or while in motion shall produce unnecessarily a sound of an unusually loud, annoying or distressing character, or such that will tend to frighten pedestrians or animals.

"Sec. 3. Any persons guilty of a violation of the provisions of the foregoing sections shall be punished by a fine of not less than P5 or more than P50."

It was decided to hold the measure in abeyance until an opportunity is afforded the members of the board to study the proposal thoroughly. It was explained to the board that the proposed ordinance is somewhat indefinite inasmuch as it does not plainly define when the "blowing of an automobile horn or whistle may be considered as unnecessary."

Neither does it clearly specify what sound of the horn, under section 2, may be considered as "of an unusual loud, annoying or distressing character, or such that will tend to frighten pedestrians or animals."

It was argued that should it be enacted into a law, it may become a source of constant misunderstanding or trouble between motor car drivers and traffic policemen.

The board, it was intimated, will ask the police department to clearly define these points before the measure is acted upon by that body.

U.S. AUTO PRODUCTION DECREASING.

1927 FIGURES BELOW PREVIOUS YEAR.

According to a report received by the office of the American Trade Commissioner in Manila, the department of Commerce announces December production (factory sales) of motor vehicles in the United States as 133,178, of which 105,784 were passenger cars and 27,394 were trucks, as compared with 134,361 passenger cars and trucks in November and 167,924 in December, 1926. Total production for 1927 was 3,393,887 as compared with 4,238,799 in 1926.

The total production of passenger cars in the United States for 1927 amounted to 2,038,868 as compared with 3,808,753 for 1926, and the production of trucks for 1927 reached 455,019 as compared with 490,046 for 1926.

LIGHT LORRY COSTS.

AN AUSTRALIAN ANALYSIS.

A novel analysis of the working costs of motor-trucks, showing some interesting performances, has just been made in New South Wales, Australia, from the signed statements of truck owners.

From the replies of one group of 21 owners of Bean 25-30 cwt. trucks it was found that the vehicles, which were engaged mostly on wool hauling in rough country, averaged 11,905 miles a year and carried an average load of 28 cwt. With this load and on difficult ground the petrol consumption worked out at 17½ miles to the gallon.

The trucks were fitted with Dunlop pneumatics and the tyre mileage worked out at the rate of 12,000 miles per set—under heavy load and road conditions.

The last figures analysed were those for spare parts and repair costs, which averaged eight shillings per 1,000 miles.

FINANCIAL STRINGENCY IN PEKING.

RETRENCHMENT IN GOVERNMENT SERVICE.

EVERYONE AFRAID FOR HIS JOB.

PEKING, March 14th.

The feature of the Peking Government is the all-round shortage of funds and consequently, even the employees of the Ministry of Finance have not been paid for three months, not to mention other proverty-striken departments.

On account of this, the Dictator yesterday issued a mandate instructing Premier Pan Fu to call a special administrative conference for the discussion of the financial situation with a view to devising ways and means to further reduce the expenses of the various Government Ministries so as to make both ends meet.

The Dictator has ordered Pan Fu to reduce the entire administrative expenditure of the Peking Government to the amount of $300,000 per month while heretofore, it was $500,000 monthly.

Pan Fu, therefore, convened a special conference of Ministers and vice-Ministers of the various Ministries this morning at the Cabinet office and it was then decided to make further reductions in their monthly expenditures in accordance with the wishes of the Generalissimo.

As this means further dismissal of Government officials and employees by the various Ministries, there is now great excitement in Peking officialdom. Everyone is afraid of losing his rice bowl at the present critical time when employment is so hard to find in every walk of life in North China.

As an illustration of the financial stringency, General Chang Hsueh Liang has ordered the immediate abolition of the propaganda department of the Fengtien Army.—A.N.A.

SINGAPORE MURDER CASE.

PRISONER'S FATHER AND WOMENFOLK CREATE SCENE.

KILLING BY BURYING ALIVE.

SINGAPORE, March 20th.

In the Assize Court yesterday before Mr. Justice Deane the case in which a Chinese, Chua Peng, was charged with the murder of another Chinese in Jeddah Street, in October of last year, came to an end the accused being found guilty by a majority of six to one and being sentenced to death. The case was one from the last Assize, in which the jury was unable to come to an agreement. The D.P.P., Mr. N. H. P. Whitley, appeared for the Crown and Mr. A. V. L. Davies, for the accused, made a strenuous and forceful defence.

Following the verdict, the father of the accused flung himself before the judge and pleaded for mercy, and eventually had to be removed by force. The womenfolk in court commenced wailing and shrieking, and sometime after the Court had adjourned, relatives of the accused waited outside the building, apparently in the hope that they would be able to catch a glimpse of the accused before he was taken to the prison.

BURIED ALIVE?

A Chinese, Ng Pin, was charged with the murder of another Chinese on December 20th, 1927.

This is the case in which the police allege that the murdered man was dragged to a Chinese cemetery near the Thomson Road reservoir, and was buried alive. The deceased had, just before he was killed, given information to the police in an illicit liquor case, and the police allege the deceased was killed in revenge. When the body was discovered by the police, the hands were tied behind the back by the thumbs and a gag was tied in the mouth.

The case is proceeding.

BRITISH TEXTILES IN HARBIN.

GOOD TRADE PROSPECTS.

HARBIN, March 10th.

During the past month several representatives of British firms have arrived in Harbin as there is no doubt that the demand for British textiles is growing with the constantly increasing population.

At the same time the Chinese find that British made goods are better value than those of other countries and do not mind paying a little more for such, and therefore British agents are met with pleasure. The very cheap cloths are in the greatest demand and of these great business has lately been done.

WAITING FOR YOU IN ENGLAND

250 CARS
To choose from and a Guarantee to re-purchase

Here are six definite and adequate reasons why you should get your car from Henlys, England's leading Motor Agents.

1. We guarantee to re-purchase any cars we sell on a definite and liberal basis.
2. Our stock is the largest and finest in England — including all types from £50.
3. Every one of our vast selection of used cars over £100 is guaranteed.
4. Our easy terms are positively unbettered and can be combined with our re-purchase terms.
5. Henlys' name and reputation is your complete protection.
6. Our chain of six depots and mighty resources are always at your disposal.

Write to-day for booklet (A).

HENLYS

ENGLAND'S LEADING MOTOR AGENTS.

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1, 3 & 5, Peter Street, Manchester, Central 1780.

The working efficiency of any Ford Van or Lorry is doubled whenever the Goodyear 30 × 3½ Demountable Cushion Tyre is used, for it is

Puncture Proof
Easy to Apply
Long wearing
Resilient.

GOODYEAR

DISTRIBUTORS:

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PRINCE'S BUILDING, HONG KONG.

"Martha, have you noticed the long lists of prominent people who arrive and sail on the President Liners? Practically everybody I know travels on them. And if you have even as much as been aboard one of the Liners, you can well understand why they are so extremely popular."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles *The Sunshine Belt via Honolulu* Fortnightly sailings on Tuesdays		To Seattle and Victoria *The Short, Straight Route to America* Fortnightly sailings on Wednesdays	
Pres. Madison	Tues., Apr. 10th	Pres. Cleveland	Wed., Apr. 4th
Pres. Jackson	Tues., Apr. 24th	Pres. Pierce	Wed., Apr. 18th
Pres. McKinley	Tues., May 8th	Pres. Taft	Wed., May 2nd
Pres. Grant	Tues., May 22nd	Pres. Jefferson	Wed., May 16th

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ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria Naples, Genoa, Marseilles, New York and Boston.

Pres. Garfield	Sun., Apr. 8th	Pres. Wilson	Sun., May 20th
Pres. Harrison	Sun., Apr 22nd	Pres. Van Buren	Sun., June 3rd
Pres. Monroe	Sun., May 6th	Pres. Hayes	Sun., June 17th

To Manila

Pres. Madison	Apr. 2nd, 6 p.m.	Pres. Jackson	Apr. 16th, 6 p.m.
Pres. Garfield	Apr. 9th, 6 p.m.	Pres. Harrison	Apr. 22nd, 6 p.m.
Pres. Pierce	Apr. 10th, 6 p.m.	Pres. Taft	Apr. 24th, 6 p.m.

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KONINKLYKE PAKETVAART MAATSCHAPPY.

(Royal Packet Navigation Co. on Batavia).

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 29th March, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
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1st Class Fare to Singapore—$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. York Buildings, Chater Road. [12

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 27th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.98	29.97	29.92
Temperature	63	61	67
Humidity	95	98	88
Wind—			
Direction	East	East	East
Force	5	4	4
Weather	OD	OD	O
Rain	0.05	0.00	0.00

Highest open-air Temperature, 26th: 71
Lowest open-air Temperature, 27th: 61

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From March 28th to April 3rd, 1928.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	28	m 4 8	4 2	m 6 39	3 9
		1 52 a	6 4	10 12 a	1 8
Thur.	29	No infer.	high	nor Low	wat.
		3 16 a	6 3	11 58 a	1 6
Fri.	30	No infer.	high	nor Low	wat.
		5 1 a	6 3		
Sat.	31	m 8 34	4 6	m 0 56	1 4
		6 16 a	6 4	m 11 28	4 4
Sun.	1	m 8 46	4 7	m 1 36	1 3
		7 19 a	6 3	0 42 a	3 9
Mon.	2	m 9 0	4 9	m 2 9	1 3
		8 14 a	6 6	1 41 a	3 4
Tues.	3	m 9 15	5 1	m 2 40	1 4
		9 1 a	6 6	2 23 a	2 9

THE NAVY AND AIRCRAFT.

NOT REGARDED AS FORMIDABLE.

EXCEPT TO SHIPS IN HARBOUR.

The general tendency in the Navy is not to view the aircraft as a very formidable opponent to the warship. A ship is a very small target from a considerable altitude, and rapid fire from her anti-aircraft guns should ensure hostile airmen keeping at a considerable altitude. If they come low to "make sure," they will probably come lower still with a crash and a splash. Not only is a warship a small target, but, travelling at high speed, and zig-zagging, she is also an elusive target. If her funnels are "vomiting" at all, she is a mere smudge; if she puts up a smoke screen she vanishes. But then so does the aircraft, and this gives her the opportunity to come very low over where she calculates her prey to be without being shot at. We do not think that the idea of aircraft versus warships in sea combat will ever develop into a serious war problem. That the aircraft of two opposing fleets would have a scrap on their own account is likely enough, for each will want to deny the other the opportunity of observing. That they would be watchful for any chance to drop bombs upon warships is also to be expected as part of the game. But the idea of an aerial fleet setting forth over the sea to engage a warship fleet appears to us to be more suited to the films than to the realities of war.

On the other hand, the danger of an aerial attack to a fleet at anchor, or in harbour, is a very real one. The old saying that that any fleet which is caught at anchor in wartime deserves to be is all very well as a precept, but it was coined before aircraft were dreamt of. If the conditions of the Great War were reproduced to-day, the Grand Fleet at Scapa and the High Seas Fleet in the Jade would be within easy reach of heavy air attack. Their concentrated searchlights and batteries would make such an attack so hazardous that it would probably meet with disaster. But in war-time there are plenty of minor naval formations to attack which are in a far less effective position for defence, and these would form the objectives of an enterprising enemy. The danger cuts both ways and it is quite conceivable it might be limited by a tacit understanding. It is said that such a tacit understanding existed with regard to Army Headquarters on the Western Front and that on neither side were these ever bombed. But, as St. Omer and Montreuil were often bombed whilst G.H.Q. occupied them, this was probably a "trench yarn."—*Naval & Military Record.*

THE BOLSHEVIST NAVY.

VERY MUCH UNDER THE WEATHER.

The Russian Navy seems to be keeping very much to itself these days, which is not in accordance with the general doctrine of Moscow. Since it carried out some obscure exercises in the Gulf of Finland during the course of last summer nothing has been heard of it. The mysterious outburst of activity some two years ago, when all ex-naval men in Russia were asked to register forthwith, and officers under the Tsarist regime invited to apply for jobs, seems to have come to nought.

Probably Bolshevism and salt water do not go well together. Various rumours are current regarding new Russian naval construction, both in the Baltic and the Black Sea, but it is impossible to get any authentic information regarding this. That the Moscow Government would be only too ready to employ such sea power as it can command for stirring up mischief is beyond question, and probably the whole Red Fleet would have been in Chinese waters long ago had there been the faintest prospect that it would ever be allowed to get there.

But, fortunately perhaps, warships cannot be moved in the same stealthy fashion as troops. Russia is said to be assembling formidable forces very near to the Manchurian frontier. This may, or may not, be true. At any rate, it is quite possible. But we should perfectly well know that if she were said to be quietly assembling naval forces at Vladivostock, there was not a word of truth in it. Probably her Baltic Fleet is icebound and deserted. In any case it does not matter. The Bolshevist Navy is under no illusions as to its world-wide unpopularity, and it is not in such strength as to feel equal to flouting this sentiment. No doubt this is the reason that we hear nothing about it.

Poland and Finland may regard the Red Fleet with some concern, but no other country ever troubles to think about it. The old Russian Navy never recovered from its crushing defeats at Port Arthur and Tsushima. A very belated programme of new construction was in hand when the Great War broke out, but this came to an abrupt standstill. Some of the rusting hulls are said to have been completed. One submarine certainly was, and promptly drowned the whole of its crew. A paper list of ships means nothing. And this is just about what the Russian Navy means to-day.—*Naval and Military Record.*

TWO NEW GERMAN CRUISERS.

SEAMLESS VESSELS.

The two new German cruisers *Karlsruhe* and *Konisberg* are interesting ships in more directions than the unquestionable efficiency of their design. They may be described as seamless vessels, since the hull plating has been joined up by electrical welding. We shall need to learn more about the results of this process under the test of experience before being converted to faith in it. The German shipbuilders claim that it expedites the rate of construction, which no doubt is true, and that it saves weight in rivets, which is negligible since a rivet only replaces drilled-out metal. How far welded plates are going to stand the stress of heavy labouring in a seaway can only be ascertained by experience, and the process has a tendency to weaken the metal. Moreover, in the event of repairs being necessary there will be more difficulty in dealing with seamless plating than with riveted joints. Probably the German naval authorities regard these two new cruisers as an experiment in construction which was worth making since, if it proves completely successful in practice, it will both expedite and cheapen the cost of warship production.

Upon their displacement of 6 000 tons apiece, these new German cruisers are remarkable vessels. They are equipped with geared turbines of 65,000 s.h.p., estimated to give them a speed of 32 knots. Only six boilers are fitted, so as to economize weight to the utmost, and these are of the small tube type, to work at very high pressure. As a consequence oil fuel is economized without corresponding sacrifice of radius of action. Diesel engines are fitted for economic cruising speed, giving the cruisers an endurance of 6,000 miles at about 10 knots without using their steam at all. The armament is nine 5.9 guns in triple turrets, one forward and one aft. These latter are not centre-lined, but place "en echelon," an arrangement which is claimed to yield better protection.

As far as can be learned—for on this point the German naval authorities are not disposed to be very communicative—only two torpedo tubes are fitted, but a large number of mines and dropping gear are carried. Armour protection is sparse and light. The general details suggest that these cruisers have been designed more particularly for commerce raiding, since they have exceptionally wide sea-keeping qualities for their size. In gun power they will be considerably inferior to our new "B" class cruisers. But the Germans evidently retain their faith in moderate calibres and high velocities. They believe that fire intensity counts for even more than superior weight of projectiles, always, of course, assuming effectiveness of range to be maintained.—*Military and Naval Record.*

U.S. EPISCOPAL CLERGY AND PROHIBITION.

MOST CONDEMN IT.

New York, Feb. 21st.

The Church Temperance Society has recently sent out a *questionnaire* on the subject of prohibition to the Protestant Episcopal clergy throughout the United States. The replies—read at a meeting of the society held here yesterday—seem to prove that only one-quarter of the Protestant clergy ae in favour of the Volstead Act, and three-quarters recommend some modification of the Act.

The principal question asked was, "Is prohibition a success in your locality?" Five hundred and one clergymen replied "Yes," while 1,304 replied "No." The majority, of 1,399 over 673, favoured a modification of the Act, and most of the replies expressed approval of some form of Government control, as in Quebec. The report of the society, based on the replies of the clergy, states that they prove, when compared with former polls of the clergy, that those who believed in prohibition before its introduction still vote in full force in its favour.

26 PEOPLE GASSED AT A MEETING.

STRANGE SCENE IN A CHURCH HALL.

Derby.

Twenty-six people were overcome by furnace fumes at a religious meeting at Derby in a room in the basement of the Central Primitive Methodist Church.

The meeting had not been long in progress when one woman fainted, and then one after another of the company complained of feeling unwell. The majority of them recovered when taken outside in the open air.

The daughter of the Rev. John Chapman was so overcome by the fumes, that she was removed to hospital.

A member of the meeting said: "We held a meeting in the afternoon in the church and then adjourned for tea in the schoolroom beneath. An informal talk on church matters was proceeding (*Continued at foot of next column.*) when a number of people complained of illness. It looked as if a panic would develop.

"Gas fumes had escaped from a flue underneath the floor, and these affected us. No one is seriously ill."

NAVAL AND MILITARY.

SIGNALLING ON THE CHINA STATION.

Current Fleet Orders contain extracts from the quarterly returns of signalling between H.M. ships and merchant vessels. First place among naval vessels in order of merit was taken by the Eighth Destroyer Flotilla, China Station, with 182 successful exercises. The *Despatch*, China Station, with 87 exercises, came second, and the *Calliope*, on trooping service, was third with 80. On the mercantile side first place was taken by the Indo-China Steam Navigation Co. with 198 successful exercises and two failures. The British-India Steam Navigation Company was second with 121 exercises, and the Ellerman Lines third with 97, neither having any failures.

The "County Class" Cruisers.

The second of the new 10,000-ton County class cruisers, H.M.S. *Berwick*, Captain R. S. Wykes-Sneyd, D.S.O., was ordered to leave Devonport on March 3rd for the China Station, being due at Hong Kong on April 21st. The first of these new cruisers, H.M.S. *Cumberland*, Captain A. L. Snagge is, of course, now at Hong Kong. The third of the class to be ready for foreign service may be the *Suffolk*, Capt. Neil O'Neill. This ship was joined by a full crew at Portsmouth on February 7th. Another ship of the class is the *Cornwall*, Captain the Hon. W. S. Leveson-Gower, D.S.O. Last of all will be the *Kent*, Capt. J. Wolfe-Murray, D.S.O., which is not due to be finished until the end of June, and which is to relieve the *Hawkins* as flagship of Vice-Admiral Sir Reginald Tyrwhitt in China.

Appointments, Etc.

With effect from February 27th, Commander Clement Moody joined the cruiser *Dauntless*, which recently returned from China, to recommission at Portsmouth for the America and West Indies Station. His successor in the *Excellent* is Commander F. E. P. Hutton, who in 1924-26 was gunnery officer of the flagship *Hawkins* in China.

An oil fuel course has begun at Portsmouth; the officers appointed or it include Lieut. (E) A. J. Norris, late of the cruiser *Carlisle* in China.

A change took place on February 29th in the post of Naval Assistant Secretary to the Committee of Imperial Defence, when Commander the Hon. C. P. Hermon-Hodge, D.S.C., left to become commander of the *Despatch*, and was succeeded by Comdr. Loben E. H. Maund, whose last service was as second-in-command of the cruiser *Curlew* in China.

CATHEDRAL TOWER TO BE RESTORED.

COAL DAMAGE TO CANTERBURY.

Like many other ancient buildings, Canterbury Cathedral is suffering from exposure to an atmosphere made impure by the use of bituminous coal.

In the first annual report of the Friends of Canterbury Cathedral, a society whose roll of membership is headed by the Prince of Wales and the Prime Minister, the cathedral architect, Mr. W. D. Caroe, states:

. . . The stone is subjected to an influence of destruction quite unknown in the Middle Ages. It becomes sulphated in the atmosphere of to-day and turned into gypsum, which readily decays.

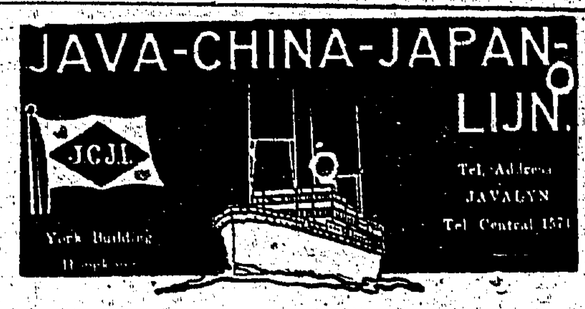
Thus the Dean and Chapter are faced with a constantly active enemy which never rests, and continues to eat into the fabric.

. . . In various parts of the fabric the decay of the Caen stone on account of the reasons given will have to be faced in the near future, and the sooner it is undertaken the less outlay will be involved, for the decay spreads by contagion.

It is proposed that "the great work of making all parts of the fabric reasonably secure" shall begin with the restoration of the Water Tower—"a gem of late Norman inception," which cries out to have its fissures and settlements repaired and its shallow foundations strengthened."

The Friends of Canterbury Cathedral, whose objects are "to gather round the cathedral in association with the Dean and Chapter a body of supporters who are prepared to take some share in caring for it and in preserving it for posterity," have undertaken to find the £1,000 needed for this item of restoration.

Other parts of the cathedral urgently needing restoration are the cloisters, the monastic ruins, the exterior of the north-western transept (the scene of the martyrdom of St. Thomas), the north side of the Christchurch Gate, and "Becket's Crown." The estimated cost is £20,610.



Regular Fortnight Service between JAVA, CHINA and JAPAN

Steamer	From	Expected on or about	Will Leave on or about	For
TJISALAK	Amoy & N. C.	In Port	25th Mar.	Batavia
TJIKEMBANG	Batavia	29th Mar.	31st "	Amoy, S'hai, K'lung.
TJISONDARI	S'hai., K'lung. & Amoy	2nd Apr.	4th Apr.	Batavia
TJILEBOET	Java, Macassar	9th "	10th "	Amoy & N. China
TJIMANOEK	Amoy & N. C.	9th "	11th "	Macassar & Java
TJIKARANG	Batavia	12th "	15th "	Amoy, S'hai, K'lung
TJIPANAS	Java, Manila	15th "	17th "	Swatow & Saigon
TJISAROEA	S'hai., K'lung. & Amoy	16th "	18th "	Batavia
TJIKINI	Java, Macassar	23rd "	24th "	Amoy & N. China
TJITAROEM	Amoy & N.C.	23rd "	25th "	Batavia

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The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

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10] JAVA-CHINA-JAPAN LIJN.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From UNITED KINGDOM Via SINGAPORE.

CONSIGNEES per Co.'s Steamer "MENELAUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th March.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 2nd April, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

27th March, 1928. [6062

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From UNITED KINGDOM AND CONTINENTAL PORTS Via STRAITS.

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Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 2nd April, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

26th March, 1928. [6055

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ANDRE LEBON."

Bringing CARGO From MARSEILLES, &c., Also CARGO From COGNAC & BORDEAUX, Ex S.S. "ROLLON."

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 5th April, 1928, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 2nd April, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,
Agent.

Hong Kong, 27th Mar., 1928. [6061

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s Steamer "LAHORE."

Arrived HONG KONG on 25th MARCH, 1928.

From ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 14th April, 1928, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co.,
Agents.

Hong Kong, 26th Mar., 1928. [6056

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th April, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 10 A.M., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Ltd.,
Agents.

Hong Kong, 21st Mar., 1928. [6041

PRINCE LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Motor Vessel "MALAYAN PRINCE" having arrived from the above Port on 21st instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 27th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 28th March, 1928, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road.

Hong Kong, 21st Mar., 1928. [6040

CHINA NAVIGATION
COMPANY, LIMITED.

Swatow & Shanghai ...	"TEAN" ...	On 29th	Mar.,	10 a.m.
Shanghai ...	"TAMING" ...	On 29th	Mar.,	4 p.m.
Hoihow, Pakhoi & Haiphong	"LINAN" ...	On 30th	Mar.,	Noon
Shanghai & Tsingtao ...	"SHANTUNG"	On 31st	Mar.,	6 a.m.
Tientsin ...	"NANNING" ...	On 31st	Mar.,	4 p.m.
Amoy, Swatow & Singapore	"ANTUNG" ...	On 1st	Apr.,	9 a.m.
Swatow & Bangkok ...	"KWANGCHOW"	On 1st	Apr.,	Noon
Swatow, Shanghai, Newchwang & Dalny ...	"YINGCHOW" ...	On 1st	Apr.,	Noon
Amoy, Shanghai & Tsingtao	"SUIYANG" ..	On 2nd	Apr.,	6 p.m.
Shanghai ...	"HUPEH" ...	On 4th	Apr.,	6 a.m.
Swatow & Shanghai ...	"IOHANG" ..	On 5th	Apr.,	8 a.m.
Weihaiwei, Chefoo & Tientsin ...	"HUICHOW" ...	On 5th	Apr.,	4 p.m.
Shanghai & Tsingtao ...	"SINKIANG" ...	On 7th	Apr.,	6 a.m.
Amoy, Swatow & Singapore	"KWEIYANG" ...	On 8th	Apr.,	6 a.m.
Swatow & Bangkok ...	"KIANGSU" ...	On 8th	Apr.,	Noon
Swatow, Shanghai, Newchwang & Dalny ...	"LIANGCHOW"	On 8th	Apr.,	Noon
Amoy, Shanghai & Tsingtao	"SZECHUEN"	On 9th	Apr.,	6 p.m.
Amoy, Swatow & Singapore	"ANHUI" ...	On 15th	Apr.,	9 a.m.
Swatow & Bangkok ...	"KAYING" ...	On 15th	Apr.,	Noon

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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

Steamer	Due Hong Kong on or about	Sailing from on or about
CHANGTE	6th April	13th April
TAIPING	11th May	18th May
CHANGTE	8th June	15th June
TAIPING	10th July	17th July

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Sailings from Hongkong.

s.s. "CITY OF DUNKIRK" ...	Via Suez Canal	20th April
s.s. "CITY OF EASTBOURNE" ...	Via Suez Canal	18th May
s.s. "CITY OF NEWCASTLE" ...	Via Suez Canal	15th June

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HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON. [21

PRINCE LINE
IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK

M.V. "ASIATIC PRINCE"	13th April
M.V. "JAVANESE PRINCE"	8th May

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

MM
MESSAGERIES MARITIMES
MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles
CHENONCEAUX .... 10th Apr.
ATHOS II ... 24th Apr.
D'ARTAGNAN ... 8th May

From Dunkirk Antwerp, London
CAPT. FAURE (Cargo) 21st Apr.

For Shanghai, Japan and North China
CAPT. FAURE (Cargo) 21st Apr.

For Shanghai and Japan
CHENONCEAUX ... 10th Apr.
ATHOS II ... 24th Apr.
D'ARTAGNAN ... 8th May

For Marseilles
PAUL LECAT ... 10th Apr.
ANDRE LEBON ... 24th Apr.
CHENONCEAUX ... 8th May
ATHOS II ... 22nd May

For Rotterdam, Hamburg, Dunkirk
YALOU (Cargo) ... 1st week Apr.

For full Particulars, apply to—
Cie des MESSAGERIES MARITIMES,
Telephone: C. 761 and 740. 8, Queen's Building. [2

Shipping News
Arrivals and Departures, etc.

ARRIVALS.

March 26th.

Hero, Norwegian str., 823 tons, Capt. H. Nielson, from Bangkok, which port she left on March 18th, with general cargo and rice, lying at buoy No. C45.—Lee Bing Kee.

Shunchih, Chinese str., 1,183 tons, Capt. H. A. Johnson, from Saigon, which port she left on March 20th, with a general cargo, lying at buoy No. C46.—Chan Tong Ha.

Surabaya Maru, Japanese str., 2,728 tons, Capt. K. Fukue, from Sourabaya and Tawao, with sugar and general cargo, lying at buoy No. A8.—O.S.K.

Tenshin Maru, Japanese str., 2,477 tons, Capt. H. Kaneko, from Dairen, which port she left on March 20th, with vermicelli and general cargo, lying at buoy No. B48.—M.B.K.

Wingwo, Chinese str., 503 tons, Capt. I. A. de Lemos, from Kwong Chow Wan, with a general cargo, lying at Saikong Wharf.—Yew Kee Co.

March 27th.

Andre Lebon, French str., 7,333 tons, Capt. Flahec, from Marseilles and Saigon. The latter port she left on March 24th, with a general cargo, lying at buoy No. A4.—Messageries Maritimes.

Antung, British str., 2,050 tons, Capt. G. Morse, from Amoy, with a general cargo, lying at buoy No. B22.—B. & S.

Genoa Maru, Japanese str., 4,894 tons, Capt. R. Kamekawa, from Shanghai, which port she left on March 23rd, with a general cargo, lying at Yaumati.—N.Y.K.

Havdrot, Norwegian str., 713 tons, Capt. G. E. Henriksen, from Canton, with a general cargo, lying at buoy No. C19.—Karsten, Larssen & Co.

Kiangchow, British str., 1,545 tons, Capt. R. Ritchie, from Bangkok, which port she left on March 18th, with a general cargo, lying at buoy No. B12.—B. & S.

Menelaus, British str., 10,278 tons, Capt. W. Maclure, from Liverpool, which port she left on February 21st, with a general cargo, lying at Holt's Wharf.—B. & S.

Porthos, French str., 7,339 tons, Capt. Monod, from Shanghai, which port she left on March 24th, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.

President Cleveland, American str., 14,123 tons, Capt. G. W. Yardley, from San Francisco, which port she left on March 2nd, with a general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Tenyo Maru, Japanese str., 6,282 tons, from Shanghai, which port she left on March 23th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Vulcanus, Dutch str., 707 tons, Capt. E. de Muinck, from Tamsui, lying at Taikoktsui.—A.P.C.

Yoshida Maru, Japanese str., 3,350 tons, Capt. U. Chida, from Miike, which port she left on March 20th, with a cargo of coal, lying at buoy No. B51.—Y.K.K.

SUNRISE AND SUNSET.

	Sunrise.	*Sunset.*
To-day	6.20 a.m.	6.37 p.m.
To-morrow	6.19 ,,	6.37 ,,
Friday	6.18 ,,	6.38 ,,

PASSENGERS.

Arrivals.

Per s.s. *Porthos*, from the North, on March 27th:—For Hong Kong: Mr. Le Garrec, Mr. P. J. Klink, Mr. P. M. Blum, Mr. Chauviere, Mr. G. Blum, Mr. Handry, Miss Guest, and Mr. H. L. Block.

Per s.s. *Andre Lebon*, from Marseilles *vid* ports, on March 27th:—For Hong Kong: Mr. and Mrs. P. de Vega and infant, Mr. and Mrs. E. das Reis, Capt. Potel, Mr. Wilson, Mr. Lanting, Mrs. B. L. Jould, Mr. and Mrs. Fertig, Mr. and Mrs. Evans, Mr. Springer, Mr. and Mrs. Hector and baby, Mr. and Miss Underhill, Mr. and Mrs. Duchateau, Mr. P. Albares, Mr. Tharani, Mr. Ho Kim Hoi, Mrs. Della and Mrs. Decoutet.

Per s.s. *President Cleveland*, from San Francisco and the North, on March 27th:—For Hong Kong: Mr. C. B. Chamberlain, Mr. Hsieh Chen Chun, Mr. Shee Chang, Mr. Chack Poo Chang, Mr. Wing D. Dong, Mr. Lin Cheung Do, Mr. W. Eggers, Mr. G. B. Enders, Mr. and Mrs. G. H. R. Halland, Mr. Lee Yok Ho, Mr. Yu Ho, Mr. Douglas Jenkins, Mr. Kwog Kwai, Mr. Lun Wong Kwai, Mr. P. C. Ling, Mr. Fook Lee, Mr. J. R. Lund, Mr. A. Ma, Mrs. Mary A. Ma, Mr. Geo. Sing Ma, Mr. Cheuk Lui Man, Mr. Nihong Ng, Mr. T. Ran, Mr. G. E. Stockley, Mr. J. Seiboth, Miss M. B. Sparling, John Thomson, Mr. H. Wieda, Mr. Yet Wan Wong, Mr. Yuen Tse Young, Mr. Yong Yuen, and Mr. Long Loo Young. Among passengers passing through on their way to Manila were: Miss E. Bell, Mr. I. B. Brown, Mr. M. G. Bernartt, Mr. E. W. Cooper, Miss C. F. Cooper, Mrs. F. Cooper, Mrs. R. L. Cohen, Mrs. C. S. Greiner, Mrs. Mary D. Gordon, Mr. Clemont J. Gordon, Mr. H. V. Hafele, Mr. H. F. Honerlah, Mrs. E. A. Heffley, Mr. C. Harper, Mr. A. Isaacson, Mrs. Anna Jesser, Mr. Arthur Jesser, Mr. J. E. Moore, Mrs. Mary A. Mentzer, Mr. J. P. Mentzer, Mr. T. Millar, Mr. M. Nieto, Mr. G. J. Pollard, Mr. F. R. Slater, Mr. and Mrs. J. V. Storts, Mr. V. L. Sumga, Mrs. B. L. Stern, Mrs. K. S. Shaw, Jeo. Warren Stryker, Mrs. M. H. Truscott, Mr. H. S. Truscott, and Ben F. Wright.

Departures.

Per s.s. *Andre Lebon*, for Shanghai, on March 27th:—Mr. Ch. Nopper, Mr. J. Gauthier, Mr. Serres, Mr. H. L. Block, Mr. Ford, Rev. Fa. Polly, and Mrs. Chaillet and child.

Per s.s. *Porthos*, for Saigon and Marseilles, on March 27th:—Mr. N. Lampard, Mr. G. Duclos, Mr. J. R. Lund, Mr. A. Ossorio, Miss I. Reubin, Miss C. da Cruz, Miss M. da Cruz, Miss A. Brondeau, Mr. and Mrs. Ch. Poisat, Mrs. J. Spicer Simson, Mrs. O. F. Farrar, Mr. and Mrs. Goldenberg, Mrs. Y. Gaignette (Sister M. Lea), Rev. Fa. de Neuville, Rev. Fa. M. Alonso, Miss E. Berger, Miss G. Bayless, and Mr. A. Tecmo.

(*Continued on next Column*).

CLEARANCES.

March 27th.

Amagisan Maru, for Fort Redon.
Andre Lebon, for Shanghai.
Cheung On, for Shanmi.
Editor, for Amoy.
Empress of Asia, for Shanghai.
Hai Hong, for Swatow.
Havdrot, for Newchwang.
Hsin Foo Sing, for Saigon.
Las Vegas, for Manila.
Menelaus, for Shanghai.
Porthos, for Saigon.
President Cleveland, for Manila.
Shiu Hing, for Macao.
Surabaya Maru, for Takao.
Takada, for Amoy.
Tak Hing, for Autau.
Takliwa, for Singapore.
Tjitaroem, for Amoy.
Tencho Maru, for Takao.
Tjialak, for Billiton.
Vulcanus, for Canton.

Per s.s. *President Lincoln*, for San Francisco, *vid* ports, on March 28th:—Mr. J. F. Colvin, Mr. H. Dickinson, Miss F. Dillon, Dr. J. Doyle, Master C. Francis, Master K. Francis, Miss A. Graves, Mrs. M. Gruelick, Mr. M. Gutmann, Miss E. L. Hawkridge, Mrs. Jean S. S. Horrmann, Miss M. Herrmann, Miss C. C. Maclauchlan, Col. S. W. Minor, Mr. Wm. Murpkin, Miss H. L. Olsen, Mrs. Frank Slingluff, Master Frank Slingluff, Miss S. Slingluff, Miss G. Yeatman, Mr. E. S. Jones, Miss J. Jones, Miss M. L. Schirmer, Mr. and Mrs. R. F. Seiffert, Mr. D. C. Thornton, Mr. J. F. Brown, Mr. M. Forry, Miss C. Hinman, Mr. R. N. Jaye, Mr. H. Johnson, Mr. and Mrs. C. T. Nelson, Mr. A. Sullivan, Lt. E. L. Eitmer, Mrs. Lillian Wright, Mr. P. T. Berrett, Mrs. T. D. Haskim, Mr. L. Nelson, Mr. and Mrs. F. Paschall, Master J. Paschall, Mrs. M. C. Potts, Dr. K. G. Meyer, Mr. W. A. Maron, Mr. and Mrs. Lee Pang Soo, Mr. B. N. Grover, Mr. L. F. Henty, Mrs. S. G. Thomas, Miss R. Begum, Mrs. Wong Shee, Mr. Fung Yick Yee, Mr. Chin Moy Chow, Dr. S. H. Sankas, Miss Choy Wong Chew, Mrs. D. S. Gray, Master Gray, Miss J. G. Ottman, Mrs. O. L. Blakely, Miss L. A. Blakely, Mr. and Mrs. O. F. Wisner, Rev. S. Paramananda, Sister Charusbila, Mr. P. C. Stuart, Mrs. Lee Choon Guan, Mr. Lee Chin Tuan, Mrs. A. De Ridder, Mr. Y. C. Lee, Mr. Y. K. Lee, Mr. and Mrs. Wong Kai Fun, Mrs. Fung Leung Sze, Mr. E. W. Mead, Mrs. E. M. K. Tibbetts, Mr. C. G. Copley, Mr. M. Pirovano, Mr. W. Koonatz, Mr. and Mrs. J. M. Wright, Mr. and Mrs. Lam Wai Kai, Mr. H. F. Payne, Mr. Ho Kon Mun, Mrs. Chu Shi, Baron Plessen, Mr. and Mrs. C. T. Yeh, Miss Yeh, Mr. and Mrs. W. K. Chung.

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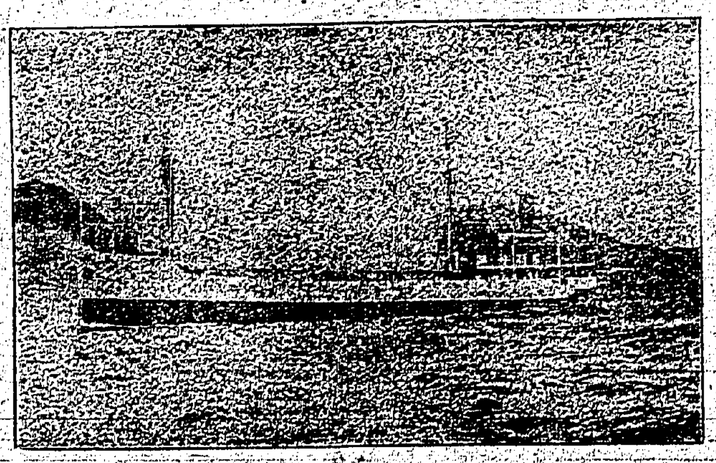

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STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"WAISEING"	Sun., 1st Apr., at 7 a.m.
	"HANGSANG"	Wed., 4th Apr., at 7 a.m.
	"YATSHING"	Sun., 8th Apr., at 7 a.m.
	"FOOSHING"	Wed., 11th Apr., at 7 a.m.
YOKOHAMA via MOJI & KOBE ...	"KUMSANG"	Wed., 4th Apr., at 7 a.m.
OSAKA via AMOY, S'HAI, MOJI & KOBE ...	"SUISANG"	Fri., 13th Apr., at 7 a.m.
CANTON ...	"HANGSANG"	Thurs., 29th Mar., at 7 a.m.
STRAITS & CALCUTTA...	"KUTSANG"	Wed., 11th Apr., at 3 p.m.
SANDAKAN ...	"HINSANG"	Fri., 30th Mar., at 3 p.m.
TIENTSIN ...	"YUSANG"	Satur., 31st Mar., at 4 p.m.

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Motor Vessel "GLENGARRY" ...	(via Oran)	2nd May
Motor Vessel "GLENTARA" ...	(via Oran)	16th May
Steamship "CARNARVONSHIRE"	(via Oran)	13th June

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENTARA"	8th April
Motor Vessel "GLENSHIEL"	15th April
Steamship "CARNARVONSHIRE"	28th April
Motor Vessel "GLENEG"	11th May
Steamship "PEMBROKESHIRE"	28th May

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Cabin class ... ... £73. Intermediate class... £48.
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Pass.	M.V. "FULDA"	departure	7th April
	S.S. "Giessen"	departure	16th April
	S.S. "TRIER"	departure	5th May
	S.S. "Neckar"	departure	10th May

Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.
NEXT OUTWARD SAILINGS:

Freight	S.S. "Angsir"	due here	31st March
Pass.	S.S. "TRIER"	due here	9th April
	S.S. "Alster"	due here	25th April
	M.S. "Trave"	due here	12th May

Passenger steamers sailing via Shanghai to North China Ports.
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Steamers.	H. Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF CANADA...	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPRESS OF RUSSIA ...	May 9	May 12	May 15	May 18	May 27
EMPRESS OF ASIA ...	May 30	June 2	June 5	June 8	June 17
EMPRESS OF CANADA...	June 13	June 16	June 19	June 21	June 30
EMPRESS OF RUSSIA ...	July 4	July 7	July 10	July 12	July 21
EMPRESS OF ASIA ...	July 18	July 21	July 24	July 26	Aug. 4
EMPRESS OF CANADA ...	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPRESS OF RUSSIA ...	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPRESS OF ASIA ...	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29

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SPECIAL FARES TO EUROPE
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Apr. 6	Apr. 8	EMPRESS OF CANADA	Apr. 14	Apr. 16
Apr. 27	Apr. 29	EMPRESS OF RUSSIA	May 5	May 7

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G$440, G$420 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TENYO MARU ... ... Tuesday, 3rd April
KOREA MARU ... ... Tuesday, 17th April

LONDON via Singapore, Suez, Marseilles & Ports.
HAKONE MARU ... ... Saturday, 7th April
SUWA MARU ... ... Saturday, 21st April

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... ... Wednesday, 25th April

BOMBAY via Singapore, Penang & Colombo.
† GENOA MARU ... ... Wednesday, 28th Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... ... Thursday, 19th April

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU ... ... Tuesday, 10th April

NEW YORK and/or BOSTON via PANAMA.
† TOBA MARU ... ... Sunday, 15th April

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
† LIMA MARU ... ... Saturday, 14th April

CALCUTTA via Singapore, Penang & Rangoon.
† AKITA MARU ... ... Friday, 30th Mar.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... ... Friday, 20th April

SHANGHAI, KOBE & YOKOHAMA.
SEIYO MARU (Kobe direct) ... Thursday, 29th Mar.
WAKASA MARU (Kobe direct) ... Saturday, 31st Mar.
HAKOZAKI MARU ... ... Monday, 2nd April
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On or about 5th April.

	Further Sailings	Loading for Shanghai and Japan Ports on	Loading for Continental Ports on
M.S. "Afrika" ...	...	6th April	30th April
M.S. "Malaya" ...	...	27th April	31st May
M.S. "Danmark" ...	...	25th May	30th June

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
Agents.
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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

HIGH CARGO RETURNS.

TWENTY-EIGHT ARRIVALS.

With no fewer than twenty-eight arrivals and twelve departures during the 24 hours ended at 9 a.m. yesterday the general cargoes manifested for both Hong Kong and ports beyond were unusually high. There were eleven British arrivals. The general merchandise discharged for this port amounted to 23,313 tons, and nine British vessels contributed 6,166 tons. Two American steamers were the best carriers. The s.s. *Editor* from Baltimore and Iloilo discharged 2,173 tons, and the s.s. *President Cleveland* had 2,132 tons from San Francisco and Shanghai.

Through freights were also very high and totalled 36,116 tons. Of this amount nine British vessels carried 11,137 tons. The s.s. *Mayebashi Maru* (Japanese) was the best carrier with 6,025 tons from Yokohama and Manila, while the s.s. *Bolton Castle* (British) was second best with 5,120 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	11	6
American	3	0
Dutch	1	1
Norwegian	2	0
Japanese	6	2
Chinese	5	2
German	0	1
Total	28	12

VESSELS EXPECTED.

American Mail Line.
President Madison, April 1st.

Australian-Oriental Line.
Changte, April 6th.
Taiping, May 11th.

Bank Line.
City of Bombay, April 10th.
City of Eastbourne, April 11th.
City of Carlisle, April 14th.
City of Roubaix, April 14th.
City of Burmingham, May 4th.
City of New Castle, May 12th.
City of Chester, May 23th.
City of Tokio, June 9th.
City of Cardiff, June 22nd.
City of Pekin, July 7th.
City of Bedford, June 22nd.

Blue Funnel Line.
Automedon, April 1st.
Patroclus, April 5th.
Protesilaus, April 10th.
Phemius, April 11th.
Agapenor, April 15th.
Laomedon, April 17th.
Knight Companion, April 22nd.
Orestes, April 22nd.
Diomed, April 26th.
Talthybius, May 1st.
Machaon, May 2nd.
Antenor, May 3rd.
Meriones, May 9th.
Adrastus, May 16th.
Hclenus, May 22nd.
Teucer, May 22nd.
Perseus, May 25th.
Pyrrhus, May 30th.
Hector, May 31st.
Tyndarcus, June 10th.
Atreus, June 27th.
Aeneas, July 2nd.
Theseus, July 25th.
Sarpedon, July 28th.
Elpenor, August 22nd.

British-India and Apcar Line.
St. Albans, to-day.
Shirala, March 31st.
Talamba, April 9th.
Santhia, April 10th.
Hatipara, April 19th.
Takada, April 22nd.
Talma, May 1st.
Takliwa, May 5th.
Tilawa, May 31st.

Canadian Pacific Line.
Empress of Canada, April 5th.

Dodwell & Co.
Venezia, April 1st.
Calulu, April 7th.
Toledo, April 12th.
Remo, April 26th.
Kendal Castle, May 7th.

Dollar Steamship Line.
President Cleveland, April 2nd.
President Garfield, April 7th.
President Pierce, April 9th.

East Asiatic Co., Copenhagen.
Afrika, April 5th.
Malaya, April 27th.
Danmark, May 25th.

Eastern and Australian Lines.
Arafura, April 2nd.
Tanda, May 7th.

Glen Line.
Glentara, April 8th.
Glenshiel, April 15th.
Carnarvonshire, April 28th.
Glenbeg, May 11th.
Pembrokeshire, May 28th.

Hamburg-Amerika Linie and Hugo Stinnes Linien.
Resolute, to-day.
Carl Legion, April 3rd.
Adolf von Baeyer, April 6th.
Preussen, April 16th.
Ermland, May 2nd.

Java-China-Japan Line.
Tjikembang, to-morrow.
Tjisondari, April 2nd.
Tjileboet, April 9th.
Tjimanoek, April 9th.
Tjikarang, April 12th.
Tjipanas, April 15th.
Tjisaroea, April 16th.
Tjikini, April 23rd.
Tjitaroem, April 23rd.

Messageries Maritimes.
Chenonceaux, April 10th.
Capt. Faure, April 21st.
Athos II, April 24th.
D'Artagnan, May 8th.

Nippon Yusen Kaisha.
Tenyo Maru, to-day.
Akita Maru, to-morrow.
Bokuyo Maru, April 5th.
Hakone Maru, April 6th.
Nagano Maru, April 8th.
Kanagawa Maru, April 9th.
Awa Maru, April 10th.
Korea Maru, April 10th.
Lima Maru, April 13th.
Toba Maru, April 14th.
Suwa Maru, April 20th.
Aki Maru, April 24th.
Lisbon Maru, April 28th.
Fushimi Maru, May 4th.
Hakata Maru, May 9th.

Norddeutscher Lloyd, Bremen.
Ansgir, March 31st.
Trier, April 9th.
Alster, April 25th.
Trave, May 12th.

Peninsular and Oriental.
Morea, to-morrow.
Mantua, March 30th.
Kashgar, April 12th.
Jeypore, April 16th.
Kulderpore, April 21st.
Malwa, April 26th.
Alipore, May 2nd.
Novara, May 7th.
Delta, May 10th.
Ranpura, May 24th.
Nankin, June 4th.
Khyber, June 7th.
Rawalpindi, June 21st.
Nellore, July 2nd.
Kashmir, July 5th.
Rajputana, July 19th.
Kalyan, August 2nd.

DAILY WATERFRONT NEWS.

BREEZE BLOWS OUT TOPMAST LIGHT!

[BY LONGSHOREMAN.]

A Chinese master of a trading junk was summoned before Comdr. J. B. Newill at the Marine Court yesterday for failing to exhibit the regulation sailing lights. The defendant pleaded guilty but stated that the strong breeze which was blowing at the time blew out his top mast light. His rear light was showing. Considering the size of the defendant's craft, which was a rather big junk, his Worship imposed a fine of $15.

Jumped Overboard.

The master of the s.s. *Sourabaya Maru* (Japanese) arriving here from Sourabaya and Tawao reports to the Harbour Office that a third class Chinese passenger committed suicide by jumping overboard on the 21st instant.

Asiatic Deck Passengers.

Asiatic deck passengers arriving in the Colony during the 24 hours ended at 9 a.m. yesterday numbered 2,161. They were carried by fourteen vessels.

WARSHIPS IN PORT.

The following warships and auxiliaries were in port yesterday: North Wall Basin, *Cornflower, Magnolia, Serapis;* South Wall Basin, *Peterfield;* East Wall Basin, *Moth, Seamew, L.27;* North Arm, *Iroquois;* West Wall Dock, *Belgol;* In Dock, *Bruce, Sirdar, Somme;* No. 1 Buoy, U.S.S. *Black Hawk;* No. 3 Buoy, U.S.S. *Paul Jones;* No. 5 Buoy, *Cumberland;* No. 6 Buoy, *Hermes;* No. 7 Buoy, *Titania,* S/Ms.; No. 8 Buoy, *Ambrose,* S/Ms.; No. 9 Buoy, *Marazion;* No. 13 Buoy, *Foxglove;* No. 18 Buoy, *Ruthenia;* No. 25 Buoy, *Kharki;* No. A1 Buoy, U.S.S. *Pittsburgh;* Oil Fuel Jetty, *Gannet;* Kowloon Anchorage, U.S.S. *Beaver* and S/Ms.

Foreign Men of War:—U.S.S. *Sacramento, Pittsburgh, Paul Jones, Black Hawk, Beaver,* S/Ms.; Portuguese, *Patria, Pero De Alenquer;* French, *Vigilante.*

SHIPPING MOVEMENTS.

The s.s. *Venezia* (Dodwell & Co.), sailed from Singapore on the 26th inst., and is expected here on April 1st.

The m.v. *Toledo* (Dodwell & Co.), sailed from New York on February 13th, and is due here on April 12th.

The m.v. *Remo* (Dodwell & Co.), sailed from Aden on the 26th inst., and is due to arrive here on the 26th prox.

The s.s. *Kendal Castle* (Dodwell & Co.), sailed from New York on March 9th, and is due here on May 7th.

The s.s. *Calulu* (Dodwell & Co.), sailed from Sydney on March 17th, and is due here on April 7th.

The m.v. *Toronto* (Dodwell & Co.), sailed from New York on March 17th, and is due in Manila on April 30th.

Prince Line.
Asiatic Prince, April 13th.
Javanese Prince, May 8th.

Swedish East Asiatic Co., Ltd.
Formosa, April 27th.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
"CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 24th April
"CITY OF BOMBAY" ... Havre, London, Rotterdam & Hamburg ... 25th May

AUSTRALIA ... ... SINGAPORE/AUSTRALIA ... ... AUSTRAL-EAST INDIES LINE
"KAZEMBE" ... ... Leaves Singapore ... ... 7th May
For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.
Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN" LINE or other services.

BOSTON, NEW YORK & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE
"CITY OF DUNKIRK" ... ... via Suez Canal ... ... 20th April
"CITY OF EASTBOURNE" ... ... via Suez Canal ... ... 18th May
"CITY OF NEWCASTLE" ... ... via Suez Canal ... ... 15th June

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON & NEW YORK ..... AMERICAN & ORIENTAL LINE
"BIRCHBANK" ... ... via Suez Canal ... ... 31st March

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
"TINHOW" ... ... 20th April
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—
Telephone: Central 4791. 22] THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MANTUA"	10,946	31st Mar. Noon	Marseilles and London.
"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	16,504	14th April	Marseilles and London.
* "NAGPORE"	5,283	21st April	do.
"MOREA"	10,953	28th April	do.
* "LAHORE"	5,259	7th May	do.
"KASHGAR"	9,005	12th May	Marseilles, L'don, Antwerp & Hull
* "KIDDERPORE"	5,334	22nd May	Straits, Colombo & Bombay.
"MALWA"	10,986	26th May	Bombay, Marseilles and London.
* "JEYPORE"	5,318	2nd June	Marseilles and London.
* "ALIPORE"	5,273	5th June	Straits, Colombo and Bombay.
"DELTA"	8,097	9th June	Marseilles, L'don., Antwerp & Hull.
* "NOVARA"	6,989	16th June	Marseilles and London.
"RANPURA"	16,601	22nd June	Bombay, Marseilles and London.
"KHYBER"	9,114	7th July	Marseilles, L'don., Antwerp & Hull.
* "NANKIN"	7,058	14th July	Marseilles and London.
"RAWALPINDI"	16,619	21st July	Bombay, Marseilles and London.
"KASHMIR"	8,585	4th Aug.	Marseilles, London & Antwerp.
"RAJPUTANA"	16,568	18th Aug.	Bombay, Marseilles and London.
"KALYAN"	9,144	1st Sept.	Marseilles, London and Antwerp.
"MALWA"	10,986	15th Sept.	Marseilles and London.
"KASHGAR"	9,005	29th Sept.	do.
"MOREA"	10,953	13th Oct.	do.
"MACEDONIA"	11,120	27th Oct.	do.

* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"SHIRALA"	7,841	2nd Apr.	Singapore, Penang & Calcutta
"SANTHIA"	7,754	11th Apr.	do.
"TAKADA"	6,949	24th Apr.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

* "ST. ALBANS"	4,500	30th Mar., 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	4th May	
"TANDA"	6,956	1st June	
"ST. ALBANS"	4,500	29th June	
"ARAFURA"	6,000	1st Aug.	

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MOREA"	10,953	30th Mar. D'light.	Shanghai, Moji, Kobe & Y'hama.
"ARAFURA"	6,000	3rd April	Moji, Kobe, Osaka & Yokohama.
"TALAMBA"	8,048	11th April	Amoy, S'hai., Moji, Kobe & Osaka.
"KASHGAR"	9,005	13th April	S'hai., Moji, Kobe & Yokohama.
* "JEYPORE"	5,318	17th April	S'hai., Moji, Kobe & Yokohama.
"HATIPARA"	7,764	21st April	Moji, Kobe & Osaka.
* "KIDDERPORE"	5,334	22nd April	Shanghai, Moji & Kobe.
"MALWA"	10,986	27th April	S'hai., Moji, Kobe & Yokohama.
"TALMA"	10,000	3rd May	Amoy, S'hai., Moji, Kobe & Osaka.
* "ALIPORE"	5,273	3rd May	Moji & Kobe.
"TANDA"	6,956	8th May	Moji, Kobe, Osaka & Yokohama.
* "NOVARA"	6,989	8th May	S'hai., Moji, Kobe & Yokohama.
"DELTA"	8,097	11th May	do.
"RANPURA"	16,601	25th May	S'hai., Kobe & Yokohama.
* "NANKIN"	7,058	5th June	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	5th June	Moji, Kobe, Osaka & Yokohama.
"KHYBER"	9,114	8th June	S'hai., Moji, Kobe & Yokohama.
"RAWALPINDI"	16,619	22nd June	S'hai., Kobe & Yokohama.
"NELLORE"	6,853	3rd July	S'hai., Moji, Kobe & Yokohama.
"KASHMIR"	8,585	6th July	S'hai., Moji, Kobe & Yokohama.
"ARAFURA"	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
"RAJPUTANA"	16,568	20th July	Shanghai, Kobe & Yokohama.
"KALYAN"	9,144	3rd Aug.	S'hai., Moji, Kobe & Yokohama.
"MALWA"	10,986	17th Aug.	do.
"KASHGAR"	9,005	31st Aug.	do.
"MOREA"	10,953	14th Sept.	do.
"MACEDONIA"	11,120	13th Oct.	do.
"KHYBER"	9,114	27th Oct.	do.
"MANTUA"	10,946	10th Nov.	do.
"NALDERA"	16,085	24th Nov.	do.
"MALWA"	10,986	8th Dec.	do.
"KALYAN"	9,144	22nd Dec.	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 3½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON MACKENZIE & CO.
P & O Building, Connaught Road Central, HONG KONG. Agents. [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
ROTTERDAM, AMSTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

	Loading about
m.v. "SUMATRA"	19th April
m.v. "NIPPON"	2nd May
m.v. "FORMOSA"	2nd June

FOR SHANGHAI, JAPAN AND VLADIVOSTOCK.

	Loading about
m.v. "FORMOSA"	27th April

For further particulars, apply to the Agents—
GILMAN & CO., LTD. G. E. HUYGEN.
Hong Kong. Agents. [2

POST OFFICE NOTICE.

RADIO NOTICES.

Radio Telegraph Services are now in operation as follows:—

Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwong Chow Wan, Fort Bayard, Tchekam, Hoihow, Amoy, Foochow and Wuchow, etc.

It is notified for information that the via Wireless rate to Europe has been reduced to $1.05 per word.

Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

Telegraphic Addresses.—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

The Postal Service to Swatow and neighbouring places is entirely suspended until farther notice.

INWARD MAILS.

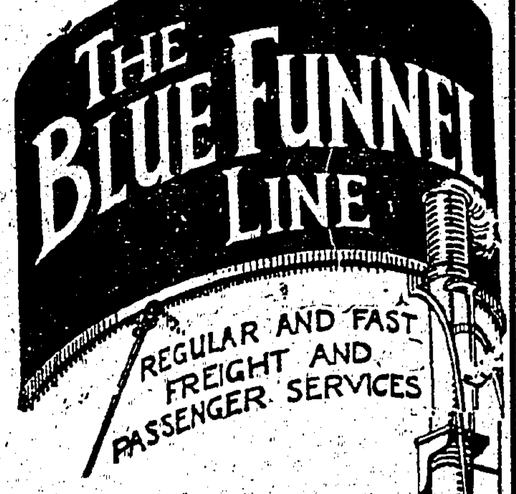
From	Per	Due
Japan	*St. Albans* ...	26th Mar.
Europe via Suez (letters & papers, London, 1st Mar., & parcels, 23rd Feb.)	*Morea* ...	29th Mar.
Shanghai	*Yingchow* ...	29th Mar
Shanghai	*Manitou* ...	30th Mar.
U.S.A., Canada, Japan & Shanghai ...	*Pres. Madison* ...	1st Apr.
Australia and Manila	*Arafuru* ...	2nd Apr.
Manila	*Pres. Cleveland* ...	2nd Apr.
Canada, U.S.A., Japan & Shanghai ..	*Emp. of Canada* ..	5th Apr.
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Garfield* ...	7th Apr.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Pierce*	9th Apr.

OUTWARD MAILS.

For	Per	Date
Shanghai	*Menelaus* ..	Wednesday, 28th, 1.30 P.M.
Java via Batavia	*Tjisalak*	2.30 P.M.
Straits	*Van Heutsz* ...	Thursday, 29th, 10.30 A.M.
Formosa	*Sourabaya Maru*...	10.30 A.M.
Swatow	*Hydrangea*	2.30 P.M.
Shanghai, *Japan & EUROPE via Siberia	*Morea*	5.00 P.M.
Hoihow, Pakhoi and Haiphong	*Linan*	Friday, 30th, 10.30 A.M.
Manila, *Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 14th April... ...)	*St. Albans* ..	Parcels Noon Reg. 1.45 P.M. Letters 2.30 P.M.
Sandakan	*Hiseang*	1.30 P.M.
Shanghai	*Shantung*	5.00 P.M.
		Kowloon P.O. Parcels 4.30 P.M. Reg. 31st, 9.00 A.M. Letters 10.00 A.M. *G.P.O.* Par., 30th, 5.00 P.M. Reg. 31st, 9.45 A.M. Letters 10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 27th April	*Mantua* ..	Saturday, 31st, Reg. 9.15 A.M. Letters 10.00 A.M. 5.00 P.M.
Japan, *Canada, *U.S.A. *C. & *S. America & *Europe via Victoria, B.C.—due Victoria, B.C., 24th April	*Tyndareus* ...	—APRIL— Sunday, 1st, 9.00 A.M.
Amoy	*Antung* ...	Tuesday, 3rd. *Kowloon P.O.* Reg. 9.00 A.M. Letters 10.00 A.M. *G.P.O.* Reg. 9.45 A.M. Letters 10.30 A.M.
Bangkok via Swatow	*Kwangchow* ...	2.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 5th May ..	*Aeneas* ...	5.00 P.M.
Swatow, Amoy and Foochow	*Hai Ching* ...	Friday, 6th, 3.30 P.M.
Swatow	*Hangsang* ...	
Japan	*Kum Sang* ...	
Manila	*Emp. of Canada*...	

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE



LONDON SERVICE.

"AENEAS" 3rd Apr., Mars., L'don., R'dam. & Glasgow.
"SARPEDON" 18th Apr., Mars., L'don., R'dam. & Glasgow.
"CALCHAS" 1st May, Mars., L'don., R'dam. & H'burg.

LIVERPOOL SERVICE.

"POLYPHEMUS" 4th Apr., Genoa, Havre, Liverpool & Glasgow.
"BELLEROPHON" 20th Apr., Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"TYNDAREUS" 31st Mar. Victoria, Vancouver & Seattle.
"PROTESILAUS" 19th Apr. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

Steamer .. .. 29th June, Boston, New York & Baltimore.

PASSENGER SERVICE.

"AENEAS" 3rd Apr. Singapore, Marseilles & London.
"SARPEDON" 18th Apr. Singapore, Marseilles & London.

OUTWARD SERVICE.

"MENELAUS" 28th Mar., Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Hakodate, Otaru and Vladivostock.
"AUTOMEDON" 2nd Apr., Shanghai, Kobe & Yokohama.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £6,000,000
Silver $14,000,000

Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
A. H. COMPTON, Esq., Chairman.
N. S. BROWN, Esq., Deputy Chairman.
W. H. Roll, Esq. C. G. S. Mackie, Esq.
Hon. Mr. D. G. M. Bernard. W. L. Pattenden, Esq.
T. G. Weall, Esq.
A. Macgowan, Esq. H. P. White, Esq.
Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES:

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei
Foochow	Malacca	Patani
Haiphong	Manila	Tientsin
Hamburg	Moukden	Tokyo
Hankow	Nagasaki	Tsingtao
Harbin	New York	Yokohama

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 25th Feb., 1928. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. $3,500,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.

Total Resources in excess of U.S. $537,000,000.00.

D. M. BIGGAR,
28] Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000 (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000 (£6,666,670.)
Reserve Fund.....Guilders 40,000,000 (£3,333,333.)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Siboiga (Sumatra), Soerabaia, Soerakarta (Solo) Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.

O. STEENSTRA,
Manager.
Hong Kong, 30th July, 1927. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up ...Yen 100,000,000
Reserve Fund.....Yen 99,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Sourabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Los Angeles	Semarang
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Hong Kong	Peking	Tsinanfu
	Rio de Janeiro	Tsingtau
	Vladivostock (Temporarily closed)	

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong 12th March, 1928. [35

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES:

ALOR STAR (Malay States)	ILOILO	RANGOON
AMRITSAR	IPOH	SAIGON
BANGKOK	KARACHI	SEMARANG
BATAVIA	KLANG	SEREMBAN
BOMBAY	KOBE	SHANGHAI
CALCUTTA	KUALA KANGSAR	SINGAPORE
CANTON	KUALA LUMPUR	SOURABAYA
CAWNPORE	KUCHING	TAIPING (F.M.S.)
CEBU	MADRAS	TAVOY
COLOMBO	MANILA	TIENTSIN
DELHI	MEDAN	TOKIO
HAIPHONG	NEW YORK	TSINGTAO
HAMBURG	PEKING	YOKOHAMA
HANKOW	PENANG	ZAMBOANGA (Philippine Islands).
HARBIN (North Manchuria)	PESHAWAR	
HONG KONG	TONGKAH (Bhuket)	

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hong Kong, 16th Mar., 1928. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up ... Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves ..... (Frs. 15,364,965

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Vinh	Pnom Penh
Peking	Shanghai	Tientsin

BANKERS:
France: Société Generale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co.
San Francisco: Bank of Italy.

Every decription of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.
Hong Kong, 1st January, 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest ...£1,545,667

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis (Mauritius)
Bombay	Kota Bharu	Rangoon
Calcutta	Kuala Lumpur	Shanghai
Colombo	Kuantan	Simla
Delhi	(Pahang)	Singapore
Galle	Madras	Sourabaya
Hong Kong	New York	
Howrah		

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 19th April, 1927. [29

THE BANK OF CHINA.

中國銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL $60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.
Hong Kong, 29th June, 1927. [28

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EB-539

BANQUE DE L'INDO-CHINE.

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Subscribed Capital..Frs. 72,000,000.00
Paid-up Capital ...Frs. 68,400,000.00
Reserve Fund .....Frs. 89,384,519.10

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Battambang	Hong Kong	Saigon
Cantho	Mengtsz	Shanghai
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FortBayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
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BANKERS:
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CH. LEM,
Manager.
Hong Kong, 20th Feb., 1927. [32

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency

AUTHORIZED CAPITAL ..$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND 850,000

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G. H. BELL,
Acting Manager.
Prince's Building, Chater Road,
36] Hong Kong.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

EXCHANGE.

CLOSING QUOTATIONS.

March 27th, 1928.

ON LONDON.—	
Telegraphic Transfer	2/0⅛
Bank Bills, on demand	2/0 3/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0⅜
Credits, at 4 months' sight	2/1⅛
Documentary Bills, 4 months' sight	2/1⅛
ON PARIS.—	
Bank Bills, on demand	1.24⅞
Credits, 4 months' sight	1.32⅜
ON NEW YORK.—	
Bank Bills, on demand	49⅛
Credits, at 60 days' sight	50⅛
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	134⅛
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	134⅛
ON SHANGHAI.—	
Bank Bills, at sight	78½
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	102⅛
ON MANILA.—On demand	98½
ON SINGAPORE.—On demand	87
ON BATAVIA.—On demand	121½
ON HAIPHONG.—On demand	—
ON SAIGON.—On demand	none
ON BANGKOK.—On demand	92½
SOVEREIGN, Bank's Buying rate	$9.60
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	28 7/16

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—

"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."

Quoted from Fitman's Dictionary of Banking by Wm. Thomson.

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